

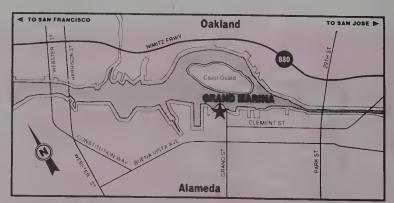
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March is the Grand Opening of our boat yard and haulout facility. The newest on the Bay with immediate access to your berth in our marina. Our high capacity TRAVELIFT is perfect to handle your job.



Directions: Off 880 come through the Webster Tube. Veer left on Constitution Way. Left at Buena Vista. 2 miles to Grand Street. Left at Grand St. 1/2 mile to Grand Marina.

Request the Best — and Get It!



REQUEST*

Glenn Isaacson and his crew have had a wonderful winter, finishing first in three out of four monthly Golden Gate Midwinter Races to win the series and then placing first in both of the one-design races in Richmond Yacht Club's Big Daddy Regatta.

"Request," an Express 37, outpaced and outpointed the rest of the fleet, guided by Glenn's skillful driving, reliant on the crew's capable sail handling, and powered by fast new headsails from Pineapple Sails.

Light air or heavy, flat water or waves, "Request" had boatspeed to spare. Glenn relies on Pineapple for sails that give him that extra speed, race after race, season after season.

See us in booth #136 at the Spring Boat Show at Marina Village in Alameda.

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2 Sails in need of repair may be dropped off at: Svendsen's in Alameda West Marine Products in Oakland • Boaters Supply in Redwood City



PINEAPPLE SAILS (415) 444-4321

*Powered by Pineapples

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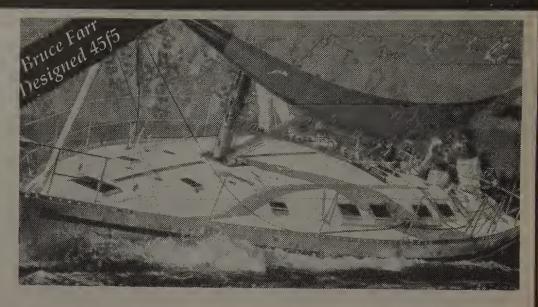
BENETEAU GIVES YOU MORE

QUALITY: For 105 years, Beneteau has been building some of the world's best sailboats. Ask any knowledegable person about Beneteau, their reputation is one of the best in the industry. Of course, their exclusive BWS lamination system and 10 year warranty only reinforce Beneteau's reputation as the industry leader.

VALUE: When the time comes to sell your Beneteau you will get more for it simply because people want Beneteaus. If you own a Beneteau you will not be paying for costly survey or blister repairs at the time of sale. When you combine high demand with solid durable construction, you can depend on a high resale value.

PERFORMANCE: From the Admiral's cup to the Whitbread Around the World race Beneteau has achieved outstanding results in grueling offshore racing events. Perhaps a more important measure of performance is the extreme owner loyalty and satisfaction which Beneteau has earned by building superior boats and taking care of every single owner if a problem arises.

STANDARD FEATURES: No other boats have as much high quality equipment and standard features as the Beneteaus.



Benetear Standar Features	u d s	ichoi de	ackage charte	and as	itor (C	narger Sting	Serios Stillos	ANT SHE	NITE OF THE PARTY		Set Les	audder Constitution of the	M.C.	\$ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	10 / 15 / 15 / 15 / 15 / 15 / 15 / 15 /	Cove	A STAN	Sale A	A Water	Set Constitution of the second	ation State	STATE OF	ONE
First 53f5	Std.	Std.	Std.	Std.			Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 45f5	Std.	Std.	Std.	Std.	Std.	-	Std.	Std.	Std.	Std.	Opt.	Std.	Std.	_	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 41s5	Std.	Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 38s5	Std.	Std.	Std.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 35s5	Std.		Std.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 32s5	Std.		Opt.	Std.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
First 310	Std.		Opt.	Opt.	Std.		Std.	Std.	Std.	Std.	Opt.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 500	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 430	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 390	Std.	Std.	Std.	Std.	Std.		Std.				Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
Oceanis 370	Std.	Std.	Std.	Std.	Std.	Std.	Std.				Std.	Std.	Std.	Std.	NA	Std.	Std.	Std.	Std.	Std.	Std.	Std.	
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SEE THE FOLLOWING BENETEAUS AT THE SPRING BOAT SHOW FIRST: 45f5 ~ 38s5 ~ 35s5 ~ 310 OCEANIS: 370 ~ 350



BENETEAU FIRST 3855

A stunning new model with a choice of teak or mahogany interior, high tech rigging, all the comfort amenities, rugged construction and

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Only one boat finished the last race of the recently completed 1991 S.O.R.C. due to severe weather conditions. That same boat wound up being the overall series winner. That boat is a STOCK BENETEAU 3855!!!





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COMFORT

Only one modern offshore cruising boat comes equipped with furling genoa and mainsail systems, a separate shower room, windlass, a light spacious interior, and a full 10 year structural and blister warranty. That boat is the new Beneteau Oceanis 370!!!

CONTENTS

subscriptions	7
calendar	17
letters	35
loose lips	87
sightings	96
s.f. cup: rock and roll	116
cruising crew list	118
newport-cabo race	126
spring prep	130
b.o.m. catalina 27	134
pv-end of the innocence	138
max ebb	142
who'll stop the rain	146
world of charter	152
the racing sheet	158
changes in latitude	168
classy classifieds	180
brokerage *	193
advertiser's index	193

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Killer Shot of Killer Rabbit

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs—anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a west coast or universal sailing audience, 2) be accompanied by a variety of pertinent, infocus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. Submissions not accompanied by an SASE will not be returned. We also advise that you not send original photographs or negatives unless we specifically request them; coples will work just filne. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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2' ISLANDER 31,000
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4' PEARSON68,000
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38' BENETEAU88,750
38' MORGAN61,000
38' HINCKLEY 88,000
38' FARALLONE CLIPPER25,000
38' CATALINA45,000
40' HUNTER89,900
40' PASSPORT, 1990 189,000
40' OLSON 129,000
40' BENETEAU IOR one-ton 115,000
40' BENETEAU 405, 1987 132,000
41' NELSON-MAREK 59,000
41' 6&C 114,500
42' BENETEAU89,000
43' MASON 139,500
43' WAQUIEZ KETCH 148,000
44' NORDIC149,500
44! CSY CUTTER 110,000
44' PETERSON, center cockpit 110,000
ΔΔ' ΔIDEN CUTTER 265,000
44' NORSEMAN, center cockpit 199,000
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C&C 41, '84. Beautifully maintained. SatNav, AP, dodger, hydraulics, 10 bags. Race/cruise. \$114,500.



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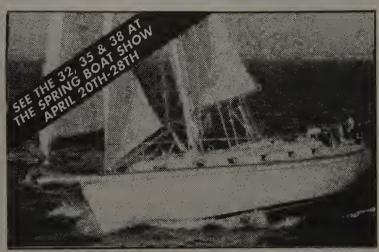
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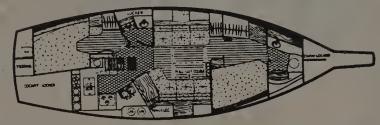


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45'	HANS CHRISTIAN, 1976 SOLD
45'	MORGAN, 197895,000
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44'	CSY, 197899.500

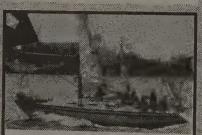


CAL 39, '79 Raller furling, windlass, dadger, AP. \$59,500.

Omorro		
36'	ISLANDER, 1979	49.500
36'	ISLANDER, 1976	2 from 46,000
36'	J, 1981	2 from 69,000
36'	PEARSON, 1985	85. 000
35'	ERICŞON	32,000
35'	SANTANA, 1983	43,500
34"	HUNTER, 1983	49.000
33'	GUERNEY alum	56,000
33'	HUNTER, 1979	32,000
33'	HUNTER, 1981	32,000
32'	ARIES, 1976	33,500
32'	GULF, 1982	56,000
32'	WESTSAIL	3 from 49,500
31'	VINDO, 1974	41,000

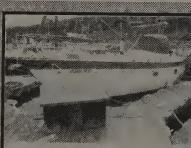


40' LIDGARD', '82 Sailed here from New Zealand. Teak and Kauri cold molded for strength and perfarmance. \$67,000.



35' SANTANA, '83 Harken raller furlingheadfail, lazy jacks, varnished brightwork meticulously maintained, 14 sails. Asking \$43,000.

38'	FARALLONE, 1959	25.000
38'	CATALINA, 1983	45,000
38'	HANS CHRISTIAN, 1983.	107.500
38'	MORGAN, 1979	66,000
37'	HUNTER, 1984	62,000
37'	TAYANA, 1978	79,000
37'	ISLANDÉR, 1968	49,500
37'	TARTEN, 1982	79,000
36'	HANS CHRISTIAN, 1975	62.000
36"	CS, 1981	
35'	WARRIOR, 1974	55.000
36'	ATKINS, 1985	
36'	CS, 1981	
36'	FORMOSA, 1980	
36'	HUNTER, 1981	

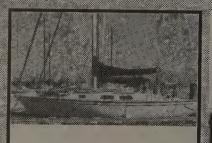


FREYA 39, '84 Barient self-tailing winches; 90% 130% & spinnoker; 160 hrs. on Yonmor dsl. \$67,500.

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65'	FANTAIL YACHT	89.000
57'	CHRIS CRAFT	
53'	BLUEWATER, 1981	160,000
51'	BLUEWATER, 1984	159,000
50'	DEFEVER	
50'	CHRIS CRAFT, 1960	115,000
49'	ALBIN, 1980	165,000
48'	DUTCH BARGE, 1950	64,500
45'	GALLERT, 1986	189,000
43'	CAL FB, 1984	185,000
43'	PRESIDENT, 1983	160,000
43'	TROJAN, 1986	310,000

44'	HARDIN, 1979	99.000
44'	LAFITTE, 1980	155,000
44'	MARTIN BROTHERS, 1951	56,000
43'	HANS CHRISTIAN, 1977	125,000
42'	COOPER, 1981	109,000
41'	FREEPORT, 1976	89,500
41'	FREEPORT, 1978	85,000
41'	MORGAN	78,000
41'	RHODES, 1966	60,000
40'	LIDGARD, 1982	65.000
40'	RHODES, 1939	22,000
40'	C&C, 1981	112,000
40'	MOTIVA STL PH, 1981	85,000
40'	VALIANT, 1978	. 98.900
40'	WORTH, 1984	105,000
39'	CAL	
39'	CAVALIER	. 95,000
39'	FREYA	. 67.500
39'	LANDFALL, 1978	.75.000
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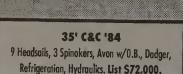
34' SAN JUAN, '81 Diesel, wheel, rod rigging, RF, jib, new LPU hull. S39,000.

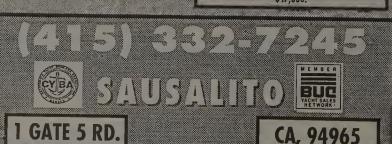


37' RANGER Spectocular custam interior \$47,000.



HUNTERS 37, 36, 34, 33 All equipped with: dodger, raller furling jib, self-tailing winches, diesel aux., wheel steering. \$59,000, \$45,000, \$30,000.







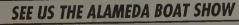
45' COLUMBIA MS The ultimote in comfort. Radar, autopilot, luxuriaus awner's stateroom. Rallet furling main and Jib. \$75,000.

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42'	CALIFORNIAN, 1986	211.000
42'	UNIFLITE, 1984	169.000
42'	RICHARDSON, 1965	55.000
41'	PT TRAWLER, 1983	128,000
40'	CRUIS-A-HOME, 1975	58.000
40'	SILVERTON, 1983	119.500
37'	HERSHINE	61.000
36'	SEDAN TRAWLER, 1983	66,000
35'	GOLDEN GATE, 1979	59.500
33'	CHIEN HWA, 1978	55.000
32'	CARVER	94,500
32'	UNIFLITE, 1979	57.400
31'	CRUIS-A-HOME	39 000
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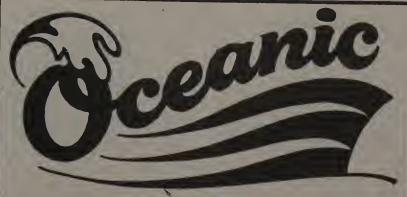


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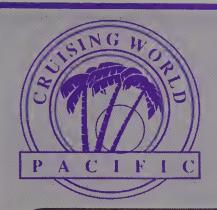
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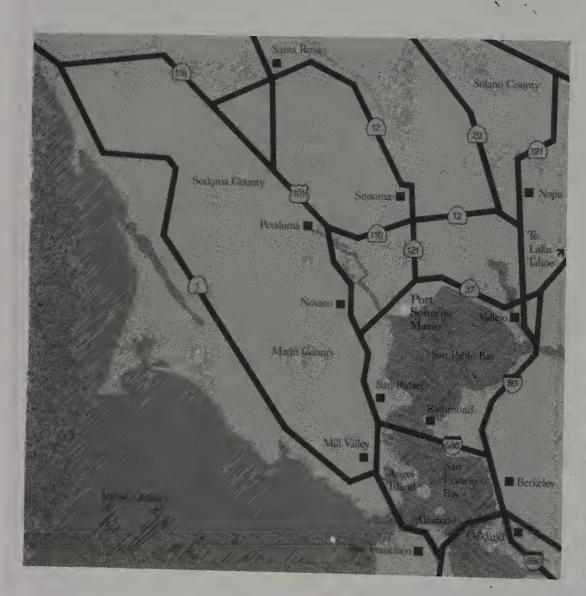
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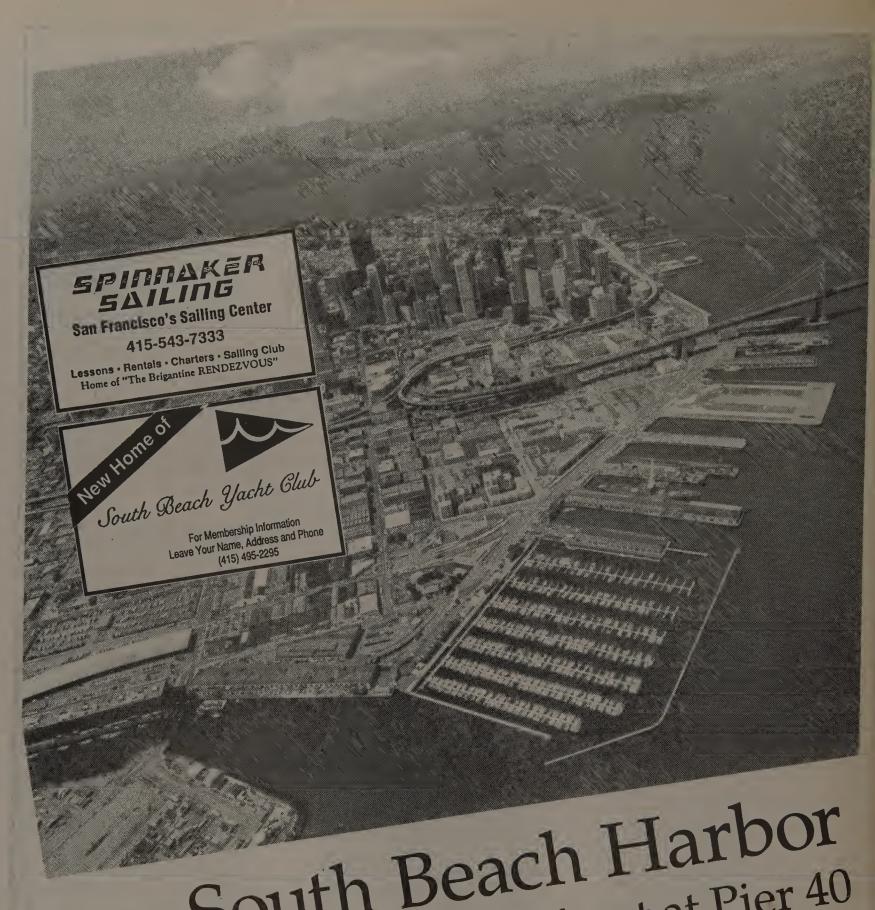


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CALENDAR

Nonrace

April 2 — "Electrical Systems For Your Boat", a seminar at the Oakland West Marine Products Store by Ron Romaine. \$4 in advance; \$5 at the door; 7 p.m.; show is repeated on April 3 at the Sausalito store. Susan Altman, (408) 761-4264.

April 3 — Latitude 38 Crew List Party. Same drill as last year: Corinthian YC; 6-9 p.m.; \$5 entry at door; fun, fun, fun. Latitude, (415) 383-8200.

April 5 — "Catamaran Adventure", a free slide show by Brian and Greg Jodor about their 1,100 mile sail in their Hobie 18 down Baja and up the Sea of Cortez. Stockdale Marine Theatre (Sacto); 7:30 p.m.; free; Stockdale Marine, (916) 332-0775.

April 6 — Cal 29 Cruise to San Rafael YC. Doug Clark, 964-0912.

April 6-7 — Ericson 27 Cruise to Petaluma Basin. Craig Haggart, (408) 739-1904.

April 7 — Nautical Flea Market at Elkhorn YC. Music, grog, fun and games. (408) 724-3875.

April 7 — Helmut Marine Service's Third Anniversary Party, 11 a.m. to 4 p.m. at their shop (145 Third St., San Rafael). Customers, friends and boatowners are invited to enjoy live music (Octoberfest band), food and a raffle. A percent of proceeds will benefit Hospice of Marin. For details, call Helmut's at (800) 326-5135 or 453-1001.

April 7 — Yahooooo! Daylight Saving Time begins at 2 a.m.; move your clock forward an hour and start using your boat after work!

April 13 — Nautical Flea Market at Encinal YC. Buy or sell experienced marine gear beginning at 0700 for sellers (\$10) and 0800 for buyers (free). Refreshments available. Skip Cooper, 376-0982.

April 13 — First Annual Tiburon YC Crew Party. A gettogether for skippers and potential crew; all skill levels welcome for racing and/or cruising; free admission. At the TYC clubhouse (Paradise Cay) from 3-6 p.m. Mike Hofman, 821-3760, or Sondra Blake, 435-6285.

April 13 — South Bay Opening Day: "The Barbary Coast Relived". A 30-year South Bay tradition sponsored by Coyote Point, Palo Alto, Peninsula, Sequoia and San Jose yacht clubs. Two days of parades and activities in the Port of Redwood City turning basin. Carl Hammer, 967-2270.

April 13-14 — Open Boat Weekend at Marina Village Yacht Brokers (Alameda). Every second weekend of the month, weather permitting. Over 100 used and new boats to inspect. For more info, call the Marina Village harbormaster, 521-9011.

April 14-20 — Sea of Cortez Sail Week, aka Baja Ha Ha. Too much fun!

April 20-28 — Northern California Spring In-the-Water Boat Show, arguably the best of all the boat shows. See Sightings. At Marina Village Yacht Harbor in Alameda; sponsored by Northern California Marine Association, 521-2558.

April 20 — "Through the Ships Graveyard", a free slide-illustrated dramatic reading about the rounding Cape Horn. Held at 3 p.m. aboard the square rigger Balclutha, a 17-passage veteran of this treacherous body of water. One of many programs this month at the Hyde Street Pier (others include figurehead modeling, chantey singing and knot tying). Lynn Cullivan, 556-0532.

April 28 — PICYA's Opening Day on the Bay, the day-long nautical equivalent of New Year's Eve. The theme for this year's 100th anniversary parade is "The San Francisco Experience". For entry forms and details, contact PICYA Commodore George Gazulis, 543-5900.

May 1-5 — San Jose Outdoor, Boat and RV Show at the Santa Clara County Fair and Exposition Center (San Jose). Bill Cutts,

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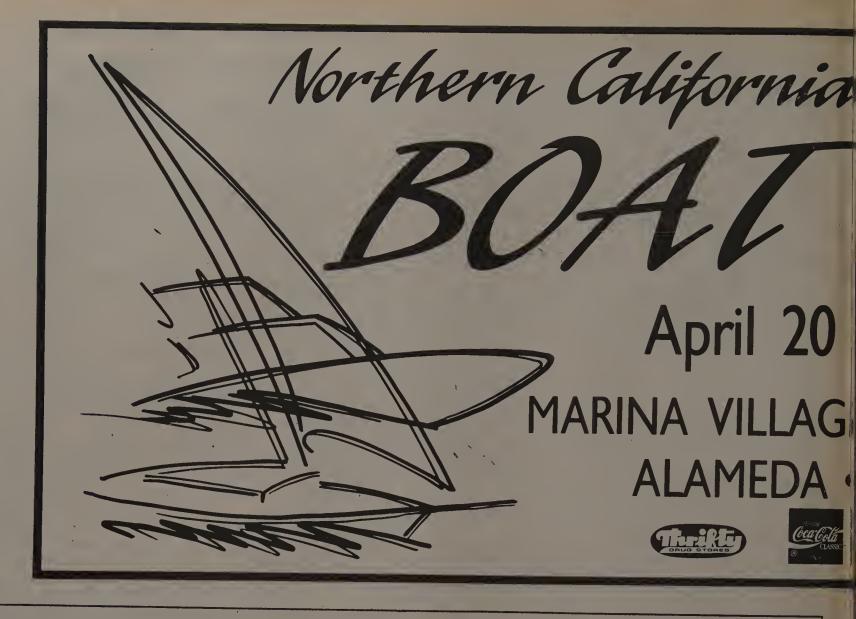
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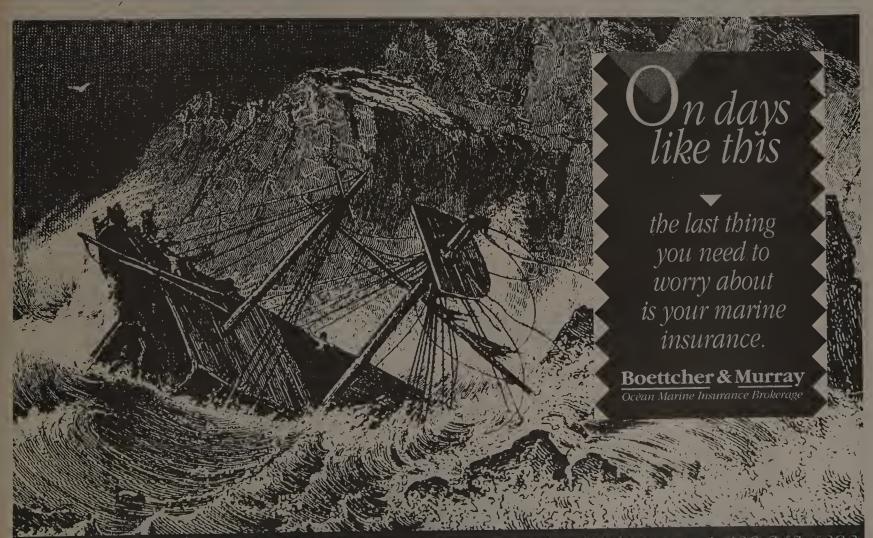
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CALENDAR

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May 2 — "Hot New Electronics for Boats", a seminar by Chuck Hawley. Free, but limited seating. Scheduled for 7 p.m. at the following West Marine Products stores: Oakland (5/2), Sausalito (5/8), Santa Cruz (5/9), Palo Alto (5/21) and South San Francisco (5/22). Susan Altman, (408) 761-4264.

May 3 — "Family at Sea: A 15-Year Journey", a free slide-illustrated presentation by Harry and Maradee Abbott about the voyages of their trimaran Antigone, which met its demise in Hurricane Hugo. Stockdale Marine Theatre; 7:30 p.m.; call (916)

332-0775 for more info.

May 3-5 — Discovery Bay Lions Club Eighth Annual Boat

Show at Discovery Bay Marina. Bob Gromm, 684-2117.

May 11 — Raft-Up for Freedom Yachts at Treasure Island's Clipper Cove. "An opportunity to talk to other Freedom owners, compare notes and generally have a good-time afternoon," writes Dick Munday, (408) 245-2846.

May 11 — Marine Flea Market in the Sausalito West Marine Products parking lot. 9 a.m. kick-off. Bobbi or Rann, 332-0202.

Racing

March 28-April 3 — US Women's Singlehanded, Doublehanded and Boardsailing Championships (470/Europe/Lechner).

San Diego YC; USYRU, (401) 849-5200.

April 5-7 — 31st Annual Olympic Classes Regatta, a Can-Am event held out of Alamitos Bay YC (Long Beach). Over 200 boats and 300 sailors will compete in this intense one-design series for the 10 Olympic classes and 3 Pan Am classes (Lightning, Snipe and Laser). Steve Moffett, (213) 498-0159.

April 6 — El Ano Trigesimo-ocho Gran Concurso Barco-Toro, which for you Spanish illiterates translates to the 38th Bullship Race. Once again, the tiny Toros will brave the Golden Gate crossing beginning at 0800 off Ondine Restaurant (Sausalito). A 3 knot ebb at 0900 will add to the merriment. Gary Gates, 391-1100.

April 6 — 10th Annual Doublehanded Lightship Race, a benefit for United Cerebral Palsy of Alameda and Contra Costa

Counties. Island YC; Paul Mazza, 769-8257.

April 6 — Wooden Boat Racing Association (WBRA) Season

Opener. GGYC, 346-BOAT.

April 6 — Bruce Easom Race for Cal 29s. Non-spinny race followed by a cruise-in to San Rafael YC. Doug Clark, 964-0912.

April 6-7 - Collegiate FJ Regatta at Encinal YC, hosted by

Sonoma State. Blake Middleton, 723-2811.

April 6-7 — 1991 USYRU Junior Sailing Championships, i.e., the Area G semi-finals for the Sears, Bemis and Smythe trophies. Sponsored by NCYSA and hosted by the San Francisco YC. Boats will be Thistles, FJs and Laser Radials; winners will advance to the finals in Cleveland, Ohio, on August 16-24. Bill Eshelman, 435-9133

April 7 — Anne Shellabarger Perpetual Trophy Race, an annual women-only race open to all female members of Bay Area yacht clubs. Starts at 11:35 off Point Knox. San Francisco YC, 435-

9133.

April 13 — Lightship Race, the first ocean race of the season. Golden Gate YC will fire the guns and host a post-race party; YRA (771-9500) has the information.

April 13 — Cal-Stanford Match Race, a best three out of five series in equalized Olson 30s. Berkeley YC; Bobbi Tosse, 939-

9885

April 13-14 — Lakeport YC's Annual Spring Regatta on Clear Lake. Anything that floats is invited. Dick Lamkin, (707) 274-1548.

April 13-14 — Richmond YC Small Boat Racing Association (SBRA) Regatta. 'Opening Day' for the dinghy crowd. Russ Breed, 574-2251.

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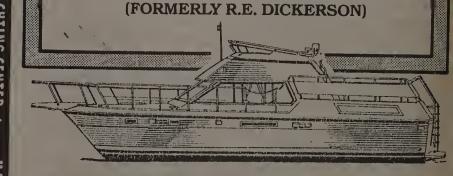
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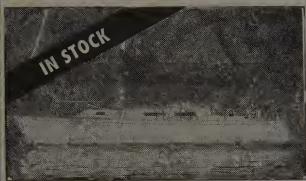
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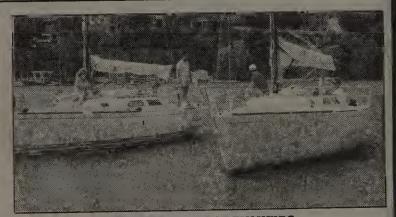
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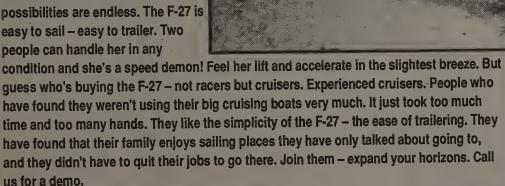
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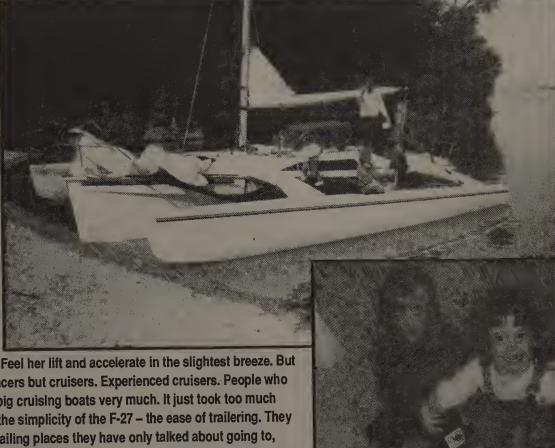
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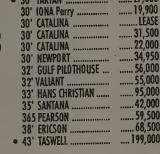
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33'	HUNTER2 from	30,000	44
331	SWIFT (custom) sloop, '79	.59,000	44
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A Young Family Follows Their Drean "Setting out in the Crealock 37 makes cruising all that much easier"

When Bill, Patty and Kelly Meanley set sail for a distant paradise in *Dolfin*, their Pacific Seacraft Crealock 37, they weren't quite sure what to expect. "We'd never been out langur than an overnighter." been out longer than an overnighter before we left San Diego for a 3,100 mile passage to the Marquesas," smiles Bill. "But everything was just fine."

"Ua Pu appeared as a huge castle, nature's shrine," writes Bill in a letter to friends. "Its steeples and spires rising literally to the clouds. With daylight fading rapidly we entered the small bay of Hakehau. A tropical sunset to the west set fire to the clouds and cast a pink glow to steep peaks whose shadows divided lush green valleys into every imaginable shade. For the first time we truly felt we shade. For the first time we truly felt we were in tropical paradise."

And the adventure had just begun. Nine months later, with over 7,500 miles under their keel, this young cruising family is in New Zealand and still going strong. Exploring the world with the confidence of Pacific Seacraft.



Dolfin at anchor at Manihi in the Tuamotus. "The Crealock 37 is a perfect boat for a small family like ours."

Pacific Seacraft peace of mind

"Setting out in the Crealock 37--a boat truly designed and built for <u>real</u> offshore cruising-makes cruising all that much easier," says Bill. "We don't have to put up with the compromises inherent in so many other boats. *Dolfin* definitely gives me peace of mind."

And with good reason. Pacific Seacraft boats have long been the focus of sincere and heartfelt praise. Renowned sailing author Ferenc Mate' writes in his newest book, The world's Best Sailboats that "without a doubt the most outstanding cross section of cruising boats in this book is built by Pacific Seacraft."

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FORTUNE magazine has included
Pacific Seacraft in their recent issue
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recognized to be the finest of their kind
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stunning Crealock 37's--have been sailed
with confidence and comfort to the far
corners of the world.

The construction details are unsurpassed Pacific Seacraft's boats are beautiful; they are superior performers; and they are strong. Very strong. The construction details of every Pacific Seacraft boat are unsurpassed: 100% hand laid and squeegeed hulls and decks; double flanged, thru-bolted hull-to-deck joints; uncompromised structural bonding of bulkheads to hull and deck; solid bronze



Bill and Patty underway in Bora Bora.

deck hardware, thru-bolted and-backplated; solid bronze U.L. approved seacocks; heavy bronze gudgeon supports at rudder bases; fully protective propeller apertures; one piece solid lead ballasts; superb engine access through cabin and cockpit-sole hatches; and American production ensuring immediate service for any reason.

A family affair

Cruising aboard the Dolfin is decidedly a family affair. Kelly, who celebrated her 8th birthday in Moorea, contributes her share to the progress of the adventure. Bill writes of a dinghy trip to a tropical river in Nuku Hiva: "As we approach the shore where river meets bay the surf is breaking and Kelly informs me in no uncertain terms that we must not try it. Kelly seems to have arrived at the age of Kelly seems to have arrived at the age of caution, aided no doubt by her participation in many of my infamous exploits. I grudgingly retreat at all possible speed to the calmer waters at the other end of the beach, carefully masking my gratitude to Kelly for saving me from certain humiliation.'

Bill smiles, "Kelly even sails the boat. We were on a broad reach from Huahine to Raiatea in 25 knots of wind and covered the 25 miles in 3 1/2 hours. The seas were steep, choppy and slapping against the hull pretty good--and kelly steered just about the whole way. She had to straddle the cockpit seats to reach the wheel, but she steered the boat with no problem. She really enjoyed it.



8 year old Kelly Meanly at the helm of the Crealock 37 Dolfin. "We sailed the 25 miles from Huahine to Raiatea in 3 1/2 hours and Kelly steered almost the whole way," says Bill. "The boat is very easy to handle."

Balance and control

"The boat is very well balanced and

Bill Meanley

steers great with the windvane," says Bill.
"Coming from Raratonga to Niue the trades were blowing really really hard--a sustained 30-35 knots, and up to 40--the seas were building and we were sailing under greatly reduced sail. Some steep cross seas were trying to knock the stern around. The waves were the biggest we'd seen. But still the boat tracked beautifully and the windvane kept us right on course.

"We sailed out of Nuku

"We sailed out of Nuku Alofa, Tonga on a beam reach in 15-18 knots of wind with a full main and 100% jib; then we sailed for 3 days straight averaging 150 miles per day, literally without touching a thing. Down below it felt like we weren't even at sea." Bill laughs, "I'd run up topside and look at the knot meter which would be sitting between 7.3 and 7.4 and I'd just shake my head. I couldn't believe it. It's a fast, comfortable boat."

Bring your dreams home with Pacific Seacraft

"This is my third boat," says Bill, "and quite a move up from my old 27 footer. At first I was worried there would be a At first I was worried there would be a dramatic difference in sailing the 37. But I'll never forget how surprised I was when I discovered I could actually handle the 37 easier than my old 27 footer: Of course everything on the 37 is better rigged: much better winches and more of them and everything is laid out perfectly. Right from the beginning I was confident with the Crealock 37. It just felt natural.

It's a wonderful boat for a small family like ours. There's lots of stowage space, like ours. There's lots of stowage space, with drawers and lockers everywhere. A lot of boats bigger than the 37 aren't nearly as well conceived for cruising. Take the anchoring systems, for instance: I love the way the Crealock 37 is set up with three separate chain lockers and rollers. I have three anchors ready to go at a moment's notice, nothing to put together or hunt for. She is very, very cruisable. cruisable.

"I'm so happy with the boat. If I had to do it all over again, there's not another boat I'd rather own." The Pacific Seacraft Crealock 37.

Let Pacific Seacraft bring your dreams home too.

Specifications and further facts: LOA 36'11"; LWL 27'9"; Beam 10'10"; Draft, standard 5'6", shoal 4' 5"; displacement 16,000#; Lead ballast 6,200#; Sail Area, sloop 573 sq. ft., cutter 708 sq. ft., yawl 619 sq. ft.; Headroom 6'4". For a descriptive brochure on the Crealock 37, Flicka 20, Dana 24, Orion 27, Pacific Seacraft 31 or Crealock 34, send \$5 each to: or Crealock 34, send \$5 each to:

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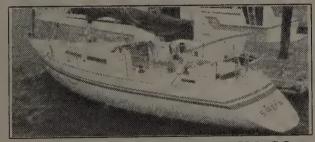
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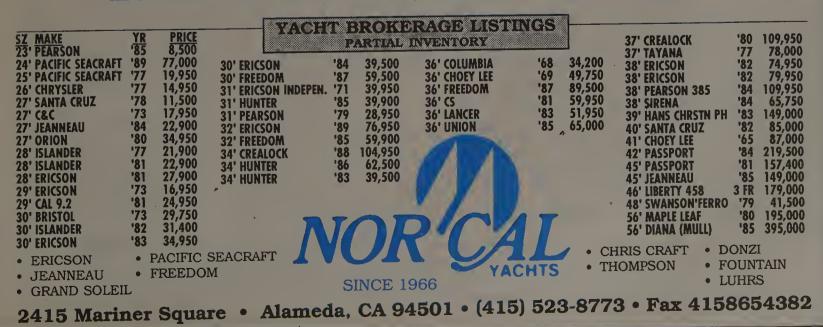


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FOR MORE INFORMATION CALL (707) 277-SAIL

CALENDAR

April 13-14 — High School Pacific Coast Championship at Stanford. Look for SoCal teams to dominate this FJ regatta; the top four teams will earn berths at the High School Nationals in May at the Naval Academy in Annapolis. Blake Middleton, 723-2811.

April 13-14 — Breakaway Regatta on Folsom Lake. A multihull regatta for nearly 100 Hobies and MHRA (multihull racing association) boats. Sponsored by Hobie Division 3; Kit Wiegman, (916) 736-0609.

April 20 — Encinal Belles Regatta, a relatively new regatta on the Estuary for ladies only. Encinal YC; Shirley Temming, 521-0966

April 20-21 — First of three weekends in the North Bay Series. The other two are June 15-16 and August 17-18. Presented by Benicia, Martinez and Vallejo YCs. Contact Dave Jones, (707) 746-1242 for the full lowdown.

April 20-21 — Resin Regatta. Racing on the Knox course for Cal 20s, Ranger 23s, Santana 22s, J/24s and Islander 28s; Berkeley Circle racing for Express 27s, Etchells 22s, Olson 30s and Solings. SFYC, 435-9133.

April 20 — Doublehanded Farallones Race, sponsored by BAMA (Bay Area Multihull Association). "Double your fun" on either mono or multihulls. Skipper's meeting on April 17 at Berkeley YC. Don or Erik Sandstrom, 339-1352.

April 20 — Coyote Point YC's John Pitcher Race and Open House. Skipper's meeting at 10:00 a.m.; any boat over 18 feet on the waterline is eligible to enter. Bob Stitt, 493-5159.

April 20-21 — 1991 Camellia Cup Dustbowl Challenge, sponsored by Folsom Lake YC. Leave your boats at home: Folsom Lake is "lower than whale poop". However, FLYC will provide Lasers for a low-key, fun-filled day of racing followed by a killer party. Drought racing rules in effect ("protests must be submitted on hundred dollar bills; if there are enough protests, the hearing will be in Tahiti"). Deborah Radley, (916) 929-5734.

April 27 — 4th Annual Cinco de Mayo Regatta & Fiesta. Flat water PHRF racing off Paradise Cay, followed by dinner and dancing. Tiburon YC; Mike Hauser, 924-7132.

April 27 — Konocti Cup, a 26-mile marathon on Clear Lake. Konocti Bay Sailing Club, (707) 227-SAIL.

April 27-28 — 11th Annual SharkFeed Regatta, a Hobie Cat weekend on Bodega Bay. Gary Wong, (707) 252-3604.

April 28-May 4 — Folkboat International Regatta on the Cityfront, featuring entries from as far away as Denmark, Sweden, Germany and Finland. SF Bay Folkboat Association; Marla Hastings, (707) 874-3090.

May 3-5 — Audi Yachting Cup in San Diego, a two-day, three-race regatta for PHRF boats and larger one-designs. San Diego YC; lrmgard Ryan, (619) 222-1103.

May 4-5 — Vallejo Race: let the games begin! YRA, 771-9500.

May 4-5 — Raisin Bowl on Lake Millerton. One of two invitationals put on by the friendly Fresno YC (the other is the High Sierra Regatta on Huntington Lake in July). Wayne Alto, (209) 299-6914.

May 4-11 — International America's Cup Class World Championship in San Diego. Nine boats are expected for this first-ever clash of the titans. See Sightings for more A-Cup news.

May 11 — 15th Annual Colin Archer Race for double-ended crab crushers displacing more than 5,000 pounds. Lots of reaching and running, followed by a party at host Encinal YC. Al Burrow, 522-6462.

May 11-12 — ODCA Champion of Champions Regatta: who's got the best PHRF rating for the conditions? StFYC, 563-6363.

May 11-12 — Half Moon Bay Race, sponsored by Island YC and Half Moon Bay YC. YRA, 771-9500.

May 11-12 — West Coast Afterguard Regatta, open to anyone who sailed the collegiate circuit and can still fit into an FJ. Hosted



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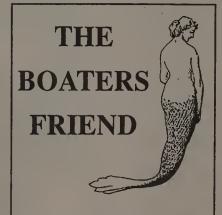
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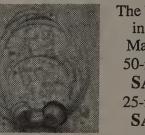
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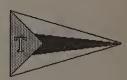


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CALENDAR

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May 24 - Santa Cruz to Santa Barbara Race. Open to all offshore yachts (cruising, MORA, PHRF and one design). Hosted by two great yacht clubs (Santa Cruz and Santa Barbara); sponsored by Larsen Sails and West Marine Products. SCYC, (408)

May 25 — Master Mariners Race. Bill Rickman, 445-7800 (w). May 25-27 — Volvo/San Francisco Regatta, co-sponsored by Volvo and SFBSA (San Francisco Bay Sailing Association). Ten classes of one-design racing in the Bay; three days of ocean racing in the Gulf of the Farallones. Lauren Arena, 771-9500.

June 21-22 - South Tower Race: 140 miles of agony and ecstasy. Sponsored by the Stockton Sailing Club; Pat Brown, (209) 951-5600.

Beer Can Races

CORINTHIAN YC — 17th Annual Friday Night Series (every Friday from April 19 to Sept. 6) Fred Borgman, 435-2777.

ENCINAL YC — Spring Twilight Series (4/19, 5/3, 5/17, 6/7, 21). John Hughes, 523-7132.

GOLDEN GATE YC — Series I (5/10, 5/24, 6/7, 6/21). GGYC, 346-BOAT.

ISLAND YC — Spring Series (4/12, 4/26, 5/10, 5/31, 6/14). Lynette Harter, 378-2552 (w).

OYSTER COVE MARINA — Tuesday Night Beer Can Series (every Tuesday night beginning April 9 through the end of October). Dick Timothy, 952-5540.

OYSTER POINT YC — Friday Night Series (4/26, 5/24, 6/28,

7/26, 8/23, 9/27). Lynda Malloy, 952-7403.

SAUSALITO CRUISING CLUB — Friday Night Early Series (5/17, 5/31, 6/14, 6/28, 7/12). John Ruffino, 234-2152. **SAUSALITO YC** — Sunset Series, first half (5/7, 5/21, 6/4,

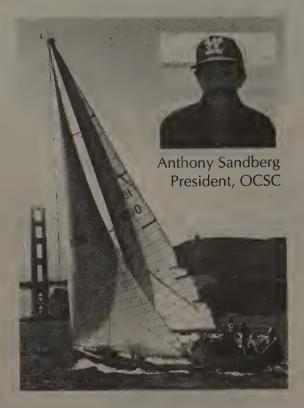
6/18, 6/25). Penny Dudley, 332-7400.

SIERRA POINT YC — Friday Night Series (4/12, 5/10, 6/14, 7/12, 8/9, 9/13). Steve Sears, (408) 725-1866.

Please send your calendar items by the 10th of the month to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, FAX it to us at (415) 383-5816. But please, no phoneins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

April Weekend Currents				
date/dav	slack	max	slack	max
4/06Sat	0014	0252/1.2F	0531	0901/3.0E
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1330	1645/2.1F	2000	2151/1.0E
4/ 07 Sun	0238	0506/1.2F	0746	1104/3.0E
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1530	1845/2.3F	2153	
4/13Sat		0344/4.4E	0722	1017/3.7F
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1328	1606/3.6E	1928	2218/3.4F
4/14Sun .	0116	0421/4.9E	0801	1059/4.0F
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1416	1648/3,5E	0416	2257/3.3F
4/20Sat	0014	0307/1.9F	0545	0920/4.3E
	1331	1644/3.1F	2012	2216/1.6E
4/21Sun	0145	0424/1.8F	0706	1029/3.9E
	1439	1755/3.2F	2111	2336/1.9E
4/27Sat	0036	0344/4.6E	0730	1031/3.9F
	1337	1612/3.0E	1930	2218/3.2F
4/28Sun	0110	0418/4.8E	0809	1112/3.9F
	1424	1647/2.7E	0424	2254/2.9F

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LETTERS

U↑BASELESS AND IRRELEVANT

The BayKeeper program is here to detect and stop pollution of San Francisco Bay. We do it with a small staff and a big bunch of volunteers, all of whom care a whole lot about the health of the Bay and most of whom are connected to it as boaters, liveaboards, windsurfers and kayakers.

Over the past 18 months, we've logged nearly 300 incidents — night-time dredging of highly-polluted bottom sediment from shipyards, oil spills, broken pipelines, toxic waste storage about to fall into the Bay, and bacterial levels exceeding those recommended for recreational use or shellfish harvesting in 22 of 29 marinas that we sampled. And we've had much more cooperation from boaters (who continue to report such incidents to us) than from Latitude 38 or from enforcement agencies (such as the Regional Water Quality Control Board or BCDC, neither of which punish violators reported to them, or if they do, give such light slaps on the wrist that they have absolutely no deterrent

value).

It's a waste of our time to respond to Latitude's baseless and irrelevant attacks — "withholding information and playing tricks", distorting the truth, being "irresponsible", and generally being made to look like snake oil salesmen. Instead, we should build on what appear to be common goals — "... to find out how much pollution mariners cause, then get mariners to voluntarily slash it to

an absolute minimum."

As boaters we're not out to bash boaters, only to educate and motivate them to change their behavior and reduce their impacts on the Bay (when such impacts can be demonstrated). Instead of fighting us, why not join us in our battle to clean up the Bay and to make the enforcement agencies catch and punish the major

You and Latitude readers are welcome to come with us any time we patrol the Bay looking for polluters — both big and small.

Michael Herz BayKeeper

Michael — We may have a common goal "of finding out how much pollution mariners cause and then getting mariners to voluntarily slash it to an absolute minimum", but we regretfully find ourselves unable to support BayKeeper because of what we perceive, once again, to be playing with the truth.

We thought we had this all straightened out on the phone the other day, but we see you've gone back to the same old misleading bullshit. Is there not a huge difference between the recommended bacteria levels for recreational use and for shellfish harvesting? You're damn right there is! Speeding and murder are both against the law, but there's a big difference between the two. If you were the police chief of a town where robbery had gone up 300% for the year and murder had gone up 1%, you'd probably tell the press that "robbery and murder are up as much as 300%". You wouldn't be lying, but you sure as hell wouldn't be telling the truth — at least not in our book.

If you're going to try to enlist the support of mariners in a 'keep the Bay clean' campaign, it seems to us you've got a solemn obligation to revere the truth, play it straight, and be crystal clear about whatever charges you're making. Frankly, we don't think that's something you've been doing, at least not judging from the conversations you've had with us and the letters you've written to this publication.

You may think responding to our charges of "withholding information" and "playing tricks with language" are a waste of time, but we think they're to the heart of the matter — namely the credibility of BayKeeper. We think we had excellent reasons for making those charges initially, and now that you've gone back to talking the same misleading language, we think we've got double the reason to make those charges again.

For 38 years *Credit* has been pounding up the slot, reaching to "Harding" and running down to "Blossom" while doing midwinters, YRA and Master Mariners. She has also done Transpacs and other ocean races. *Credit* is *still* going strong — a beautiful, powerful yacht we are pleased to be able to make sails for.



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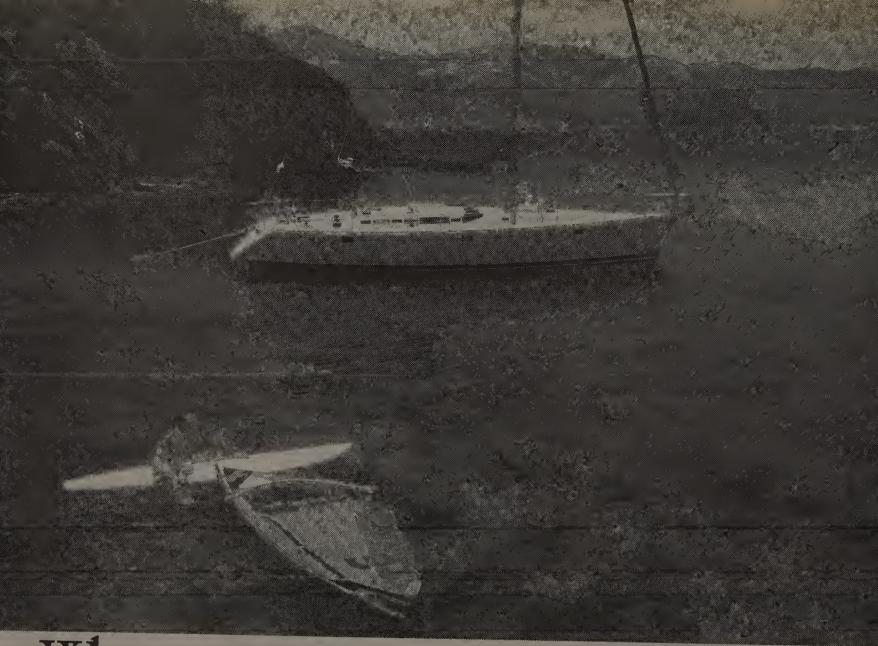
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We at Latitude will continue to encourage everyone — mariners and non-mariners — to work toward a cleaner Bay. But we'll be damned if we can encourage them to do it through BayKeeper — at least not until BayKeeper starts talking straight and clear. There's a self-righteous attitude prevalent in many environmental organizations wherein the ends are sometimes believed to justify the means. We don't buy that way of thinking. But frankly, we're beginning to wonder if that's not the operating principle of BayKeeper.

P.S. While we agree that everyone ought to be on the look-out for "polluters big and small", shouldn't there be somewhat of a greater emphasis on the former than the latter? A mariner pumping shit through a thru-hull at Clipper Cove at Treasure Island and the city of San Rafael letting 300,000 gallons of raw sewage run into the San Rafael Canal (as recently happened) are both cases of illegal pollution. But given the magnitude of the difference, they don't really belong in the same category, do they? If we were the head of an organization dedicated to having a clean Bay, we'd utilize our time and resources proportionally. In other words, if 50% of Bay pollution was caused by street run-off and 2% of it were caused by mariners pooping in the Bay, we'd allot 50% of our time and resources to addressing the problem of street run-off and 2% of our time and resources to mariners pooping in the Bay. After all, as it stands now, you could get rid of all the boats in San Francisco Bay and it would still be just about as polluted as it is now.

UNWHERE WOMEN GET THEIR HAIR DONE

Here are a couple of exceedingly important items:

The 'living room' aboard a vessel is a saloon, whether or not booze is consumed there. A salon is where women get their hair done.

That weighty bit of knowledge comes thanks to a historian-admiral named Cutler, who wrote the bible used by the old International Marine Publishing Co. and the National Fisherman. Back in the mid-'70s when I was an editor on the Fisherman I made a couple of mistakes in terminology and got an impressive number of letters suggesting I should be shot for my errors. As you've likely noticed, readers of nautical stuff sure are fussy.

One time, for example, I wrote that Monhegan Island was so many knots from Castine. Some of the letters were schoolmarmly, some diplomatic, courtly — and some suggested father rapers were far more wholesome than I. Retreating down the hall, I told thenbook editor Peter Spectre I needed to hide in his office until the storm blew over. Peter fetched a book from a shelf and handed it to me: "Here, throw Cutler at 'em," he said. Sure enough, the old boy said it was okay to say something was so many knots from something else, that a knot is simply a contraction of a nautical mile used the way I had.

I can't recall the name of Cutler's book, but I wished I owned a copy. I remember his definition of saloon as clear as day, and from then on I've held that anybody who calls it a salon is simply a simpering know-nothing.

So there

The other item is boat lengths. What is a 46-foot boat?

In my wanderings around this nation's waterfronts, I think I've discovered how it works. In conservative New England, the 46 feet refers to the waterline length. Get down toward New York and it refers to the length on deck, or between perpendiculars, the understood reference for naval architects, boat builders and marine historians. But a New York 32 (designed by Sparkman & Stephens as a racing/cruising class for New York YC members, is a 46-foot sloop. Its waterline is 32 feet.

Anyway, on the West Coast, a 46-footer is that big on deck from Alaska south to the neon palmist sign on Highway 101 at Shell Beach. South of that sign, where Southern California begins, 46

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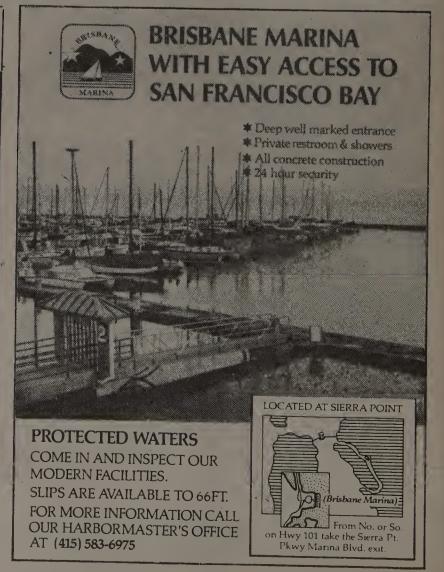
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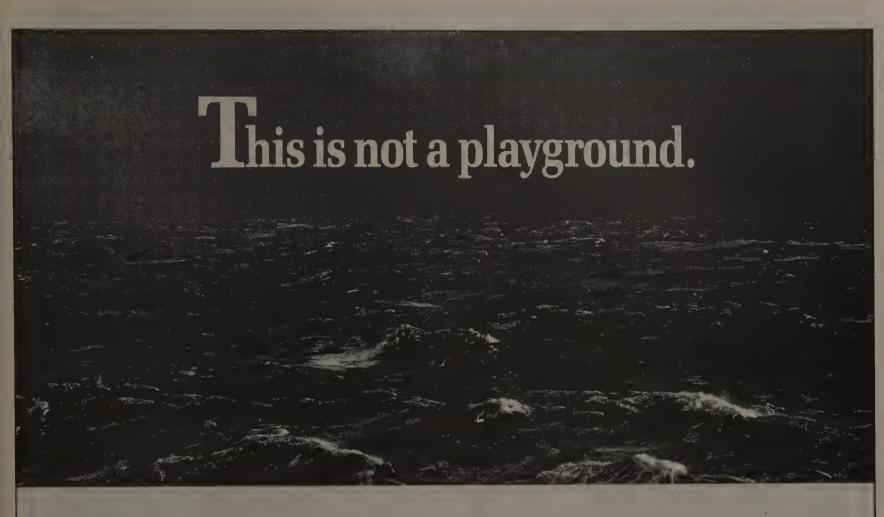


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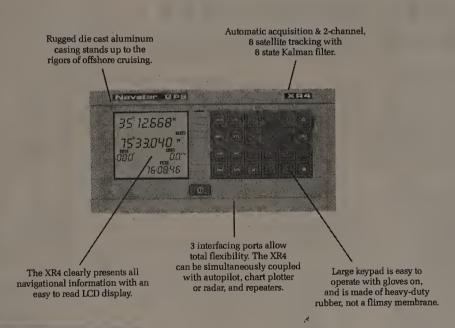




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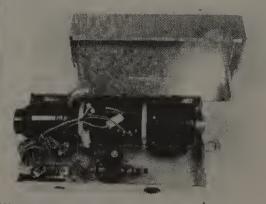
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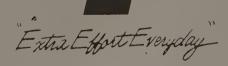
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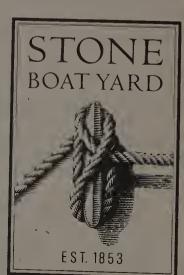


Sometimes we get a little concerned about telling everyone about all our good qualities but then again they're not something we want to keep a secret either. When the *Californian*, the pride of the Nautical Heritage Society, found herself with a broken bowsprit awhile back, Stone Boatyard got a call. A tight schedule for her trip south required extraordinary turnaround time to get her sailing again. Over the course of three days, including a weekend, we scarfed, glued, shaped and delivered a 26

foot bowsprit to Monterey Bay. It was quickly installed and she was back on her way.

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feet most likely describes the length of everything from the tip of the bowsprit to the tip of the broomstick hanging over the stern. Sounds far more impressive in the cocktail lounge.

That definition also holds in some areas of South Florida and of course on the Texas Gulf Coast.

Glad I could clear that up.

Brooks Townes Lysistrata, Sausalito

Brooks — There are more than just regional variations to the meaning of boat length. The other night at Sam's in Tiburon a middle-aged mariner was trying to start a short and sweet relationship with a comely young lady, so he told her that his boat was 58 feet long. He was measuring from the stémhead to the back end of the outboard motor in the dingy he towed behind his boat.

The young lady soon found out he was exaggerating, but didn't mind because he'd done it "with such style".

U↑HULL NUMBER ONE CHECKING IN

I'm writing in response to Chris Corley of Santa Cruz, who wrote in the November issue about his days working at Westsail, and who wondered whatever happened to Westsail 43, hull #1. I know quite a bit about what happened to that boat, as my wife and I have owned her since 1985.

I think her name was originally *Bacchanal*, and that she was used as a demo boat after being commissioned in early 1976. The Westsail V.P. of sales was married onboard her. As I understand it, she was first owned by some attorneys from Eugene who operated her through a charter business in Honolulu. The boat must have had a bum captain, because she got pretty run down.

John Carson of H.C.H. Yacht Sales in Seattle — he'd been close to Westsail in their early years — had the boat brought to Seattle for sale. We bought the boat from John in April of 1985. We restored her and have since sailed her many miles, from Alaska to Panama to the Caribbean Sea. We intend to continue on to Europe in a year or so. We've added all kinds of electronics and renamed her Audrey.

I am 63 years old and have been sailing since I was a boy. Audrey is a beautiful boat with hydraulic drive and a Nissan engine: I sure hope she's not Carson's boat, the one that had the cabin raised through the use of a jack!

There have only been a couple of major problems with the boat. The biggest is that the four tanks have rusted and are beginning to leak. It wouldn't be so bad except for the fact that the factory apparently built the cabin sole over the top of the tanks in order to finish and sell the boat quickly. There are no inspection ports or access to the tanks, and the repair will require that the whole cabin sole, table and galley be removed. It's a poor deal.

Another problem was that from 1976 until 1985 the boat had much too large a prop for the engine. As a result, the Nissan — which was supposed to run at 2000 rpm — couldn't go over 1200 rpm and failed after just 1100 hours. We rebuilt the engine, replaced it with an 18 x 12 rh prop, and the engine revs as it's supposed to. I figure the engine ran nice and quiet when it topped out at 1200 rpm, and thus was good for selling boats.

In any event, she's been a fine boat that has proven to be both very fast and seaworthy. So to answer your question, hull #1 sails on, a great boat.

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Flojet Quad pump. At less than \$50 and using one-third the power to operate, I thought it was too good to be true. The Par pump I tossed out cost almost five times as much and the rebuild kit was almost as much as the new Flojet pump.

However, a leaky faucet and empty water tank caused the new Flojet pump to run for close to four hours before I discovered there was a problem. I thought the pump would be destroyed. The pump was warm to the touch but not hot. After switching water tanks, it worked immediately again. But it was a little noisier than it had been before, so I decided to call Flojet and ask them what parts I needed to order.

I spoke with Jay Naval, told him my problem, and asked what parts I should replace. You know what he said? "What's your address, I'll send you a replacement pump today." I received the new pump the next day as he promised, and sent him my old one.

My best to Jay Naval and Flojet.

Chuck Houlihan Jacaranda San Diego

Chuck — We're glad that Flojet did you more than right, although we must confess it's not a unique reaction. A few months back we returned a heavily-used Shurflo pump for repair; they not only sent us a new pump in return, they sent us the \$3 we enclosed

The moral is that all of us should at least try to return nonfunctioning pumps — even those out of warranty. We might not always have them replaced with new ones, but the marine pump industry seems intent on keeping us happy — and with the price of the pumps, it's something we can all be glad about.

Incidentally, it's been our experience that many boats have fresh water and other pumps that are far beyond the necessary capacity. This means the pumps not only cost a lot more, they waste battery power, too. Therefore, only buy and/or replace a pump with the capacity you need.

U↑HOW ABOUT IT LATITUDE, CAN YOU HELP US OUT?

You guys are in a rut! Every year the Mexico Primer sends us down to San Diego for the kick-off parties, and then to Cabo (hopefully by Thanksgiving) to sign in at Papi's Cruising Center. Several years ago you made a change and, instead of sending us to La Paz to freeze at Christmas, sent us south to Acapulco or Zihautanejo for warm weather. Finally, you take us back up the coast to be in La Paz for Sail Week - which is too early as the water is still cold.

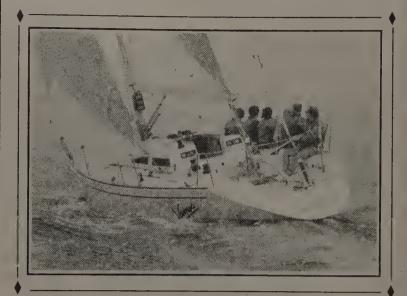
But what then? I have met a number of other cruisers who, like us, have decided to delay Costa Rica and Panama for a year so we could spend the summer in the Sea of Cortez. My files divulge only one major article north of La Paz — which covered cruising to Escondido. There also have been a few Changes dealing with Concepcion and Santa Rosalia. But nothing further north!

I hear such conflicting reports! Some people say it is much too hot (like 110°) and you have to leave your boat for three months to come home. Others say you can't go further north than Santa Rosalia without a watermaker and a freezer because there is nothing up there. But some folks say you can get anything you need at Bahia de Los Angeles. But nobody ever mentions anything north of that! Charlie's Charts doesn't have much on that area; do you know any book that does?

So how about it Latitude? Can you help us out? Print something about cruising up north, away from the hurricanes.

By the way, it's amazing how ubiquitous your magazine is down here. Everyone passes them around and we all enjoy them!

George Jeffrey Adneri, 35-foot cutter Formerly of San Leandro "Some people win every race. They must have ten times the trophies I have."



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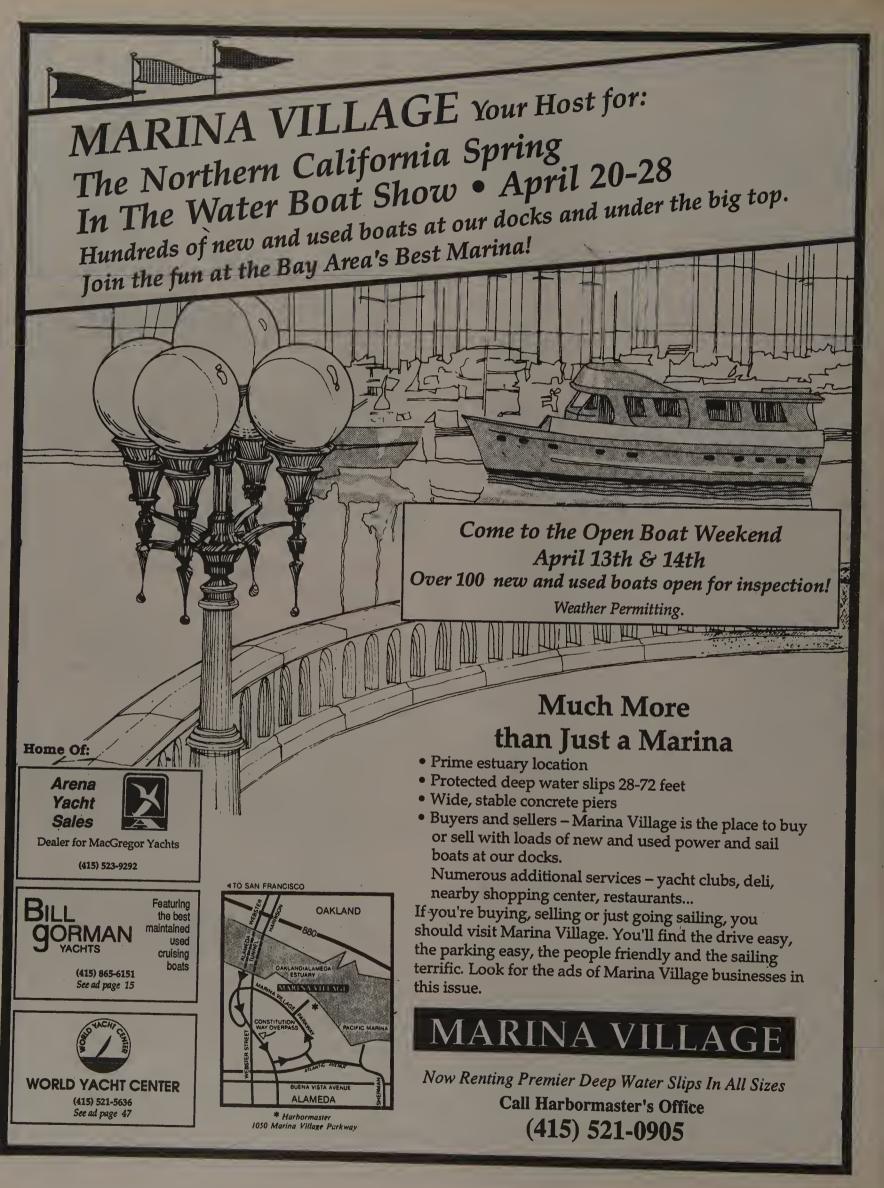
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George — We don't think we're in a rut so much as there's one good way to do a season in Mexico. But if you want to read an article on the northern part of the Sea of Cortez, check out last month's lengthy offering in Changes (page 145-148).

month's lengthy offering in Changes (page 145-148).

As for a guide, we suggest Jack Williams' Baja Boater's Guide, Volume II. He'll tell you the reasons that few boats cruise north of Bahia de Los Angeles are 1. that the tides are as much as 20 feet, 2. that it's very hot in the summer and very cold in the winter, and 3. that's it's not very scenic. As for water and supplies, don't count on any between Santa Rosalia and San Felipe, except for limited amounts in Bahia de Los Angeles.

U↑ FOUND FLAILING THE DOCK WITH MY SEVEN-FOOT DISCHARGE HOSE

Like Roy Foster, who wrote in the January issue, I've had trouble in the past with my head discharge hoses becoming encrusted. It was the worst a few years ago when I was living aboard my Catalina 36; about twice a year I could be found flailing the concrete dock with my seven foot discharge hose, trying to get the encrusted crud out.

It was on just such a day that I was approached by a wise sage — every dock seems to have one. He told me that the crud was nature's way of telling me to keep my thru-hull closed. It seems that the culprit is a combination of uric acid — aka urine — and the saltwater that is trapped in the netherworld of the discharge hose. These two chemically bond in such a way as to form a crystalline mass.

The solution you suggested to Roy was correct; flush regularly with a 50% dilution of muriatic acid. A partial solution is to flush the head vigorously, forcing as much urine out of the head and hoses as possible. Using the holding tank and flushing it all out at once might work, too, but you have to wonder what the inside of the tank looks like.

Incidentally, the moment I moved ashore and began using the head infrequently, the problem stopped altogether.

I'd also like to throw in my personal comment on the accusations I've read about the damage done to the environment by liveaboard boaters. When I lived aboard, I used about 75 gallons of water every three days. My AC electric usage — from those smoke belching electric plants — was one 13-inch television and one bulb in the evening. My laundry was done every three weeks and most of my trips to the head were accomplished at land facilities.

I am no longer a part of "the polluting scourge" that lives aboard. I now have a respectable home just like most liveaboard critics. My wife now does the laundry at the drop of a hat, flushing much more soap down the drain. We always have half a dozen lights on and we seem to use a jillion gallons of water. We run our gas-powered lawn-mower each week — and don't forget the pesticides to keep the obligatory fruit trees in bloom. We now have 2,000 sq. ft. filled with furniture and related 'necessities', which all took a lot of fossil fuel to produce and transport. I regularly get to watch my gallery of neighbors pour God-knows-what down the storm drains. I could go on, but you get my drift.

Respectable citizens on land do not realize the waste created by their lifestyle because it is the expected norm. Instead of criticizing liveaboards, let's give thanks for the relatively few hardy souls who have found a simpler, more satisfying and, yes, more environmentally sound way to live.

Mike Siegfried Celebration Marina del Rey

Mike — We can tell you what the inside of holding tanks looks like: black mayonnaise. Ironically, shower and galley-sink holding tanks smell much worse than head holding tanks — but you don't

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want to spend a lot of time mucking around in either one.

As for your contention that liveaboards do much less harm to the environment than those who live in 'normal' homes, nobody knows that better than we. We lived aboard for four years, during which time we used far fewer resources and made far less of an impact on the environment than we do now as homeowners.

Of course, try to explain any of that to something like the BCDC, which is basically against liveaboards because they fear individual citizens may be getting away with something at the 'public's' expense. These pseudo-environmentalists make it difficult for someone to be a legal liveaboard, preferring, apparently, that these people not only have a boat, but also a house to call a home they don't really want. That such lunacy contributes to the already terrible Bay Area problems of traffic congestion, air pollution, housing and water shortages is something that either hasn't penetrated the governmental mind-set or is considered less of an evil than a citizen 'getting away with something'.

UNIONE OF THE MOST ENTERTAINING PIECES

Hughe Janus' enlightening exposé on the chain-sawing of wooden boats was one of the more entertaining letters I've read in the decades-old controversy! Having taught on, maintained a fleet of, and raced J's, I immediately recognized the unique sense of humor of a J/24 sailor!

Lest someone take Hughe's letter too seriously though, I'd like to point out a few things Hughe missed. Incidentally, I feel I have a good view of both sides of the controversy as I currently own a wooden L. Francis Herreshoff design, Rozinante, as well as a fiberglass International Sailing Canoe complete with a carbon mast, radiussed Harken vang, and all the other doo-dad go-fasts. Also, when not maintaining the two boats, I'm a naval architect specializing in advanced composite materials for recreational marine and naval applications.

As a marine engineering material, wood is not all that bad, and fiberglass is not that great. Pound for pound, wood is a much stiffer material than uncored fiberglass, witnessed by Thistle #1 winning the Nationals last year. Wood doesn't blister, sweat, make you itch or smell bad. Over time, and with proper maintenance, wooden boats stay competitive. Fiberglass (E-glass/polyester) has a much lower fatigue resistance and becomes 'soft', necessitating a new boat every few years if the owner wishes to stay competitive. Of course, the basic reason fiberglass is so popular is that it is a much cheaper way to make cookie-cutter boats.

Maintenance wise, from my experience, wooden boats are no more difficult or time-consuming to maintain than fiberglass boats. It certainly is true that wooden boats take a lot more effort to restore, but then again, it is hard to aesthetically compare a restored wooden boat to a restored fiberglass boat! At the same time, I'm sure all the Master Mariners would agree that fewer things are sadder to see than a dilapidated wooden boat.

In these environmentally aware times, it is comforting to know that all those wooden boats whose time is finally up are biodegradable. Perhaps someone has some ideas on what to do with worn-out fiberglass boats.

A couple of parting shots. Hughe's closing examples are good examples of food for thought. J/24 #1, Ragtime, is a wooden boat, as is the Australian 1-14 that won the 1989 Worlds in San Francisco! If a certain owner of a J/24 would like to experience some "true sailing", he is invited to spend an afternoon on the end of an Int'l Canoe's sliding seat, a 1920's invention that generates a lot more righting moment, more efficiently, than the 950 pounds of lead his 'modern' boat carries around!

P.S I'm a Bay Area native and I sure do miss it.

Paul H. Miller Honalee, Herreshoff 'Rozinante' Prospector, Int'l Canoe, U.S. 194



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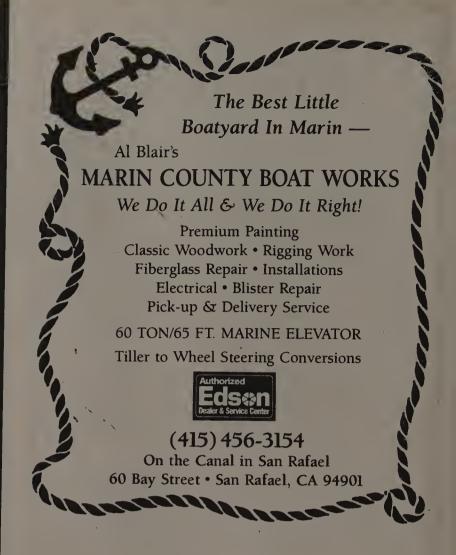
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UNSURPLUS SLUGGERS

I tried to make a crystal ball out of a glass fishing float I found when I was out in the western Pacific, but I couldn't get the thing to work. So maybe you can help me with a problem I've been struggling with: When is the price of GPS going to drop down to where people can afford one of those nifty handheld units? They're still over \$2,000, and I need a new set of sails before I can get a GPS.

Now that Desert Storm is over for the moment, I'm hoping that the U.S. Military will improve their technology, and we boaters will benefit from another spinoff: all those "small, lightweight GPS receivers (SLGRS)" made by Magellan for the benefit of tank crews. Has anyone seen any of them yet at army/navy surplus stores, flea markets or even the black market? What about surveyors and the land management companies? What about the Yankee capitalist GI minions who have liberated a few crates of them to augment their meager military pay?

Another important question: Do the military 'sluggers' read out the same lat/long fixes that my NavStar transit machines does, or is the information translated onto a different grid?

Lots of speculation. Maybe you folks at Latitude can look into your crystal balls for this one.

Bill 'Captain Bilgewater' Hall Vallejo

Captain — The prices of GPS systems have tumbled in pretty much the same fashion as Lorans did. The original units were close to \$5,000, last year you could buy some for half that price, and now good units are selling for \$1800. We're certain that the price — especially with manufacturers all geared up to produce at Desert Storm levels — will continue to head south.

As for military surplus GPS units, we've not seen any yet, but we wouldn't be surprised if they don't turn up soon. See Sightings for further information on the subject.

Unless we're mistaken, all GPS units give positions in latitude and longitude.

↓↑ I HOPE I AM NOT NAIVE

I enjoyed the March issue except for one thing. On page 152 in Changes you commented on a problem with international money transfers by remarking that you, too, have experienced frustration trying to wire money from one bank to another. Although I usually appreciate your wry tongue-in-cheek editorial tone, I would have liked a more informative response. Since San Francisco is a banking center, someone out there who reads Latitude should be able to offer an authoritative solution. I hope I am not naive and that there is a right way to expedite and trace wire transfers!

Perhaps you could have a box in the front of the magazine that lists story ideas or questions that come up with each issue, inviting contributions from your readers. Then, as they are answered and printed, you could drop the questions. I realize that you sometimes do this in the editorial responses to readers' letters; however, a more visible and consistent location might draw more responses.

I was in Annapolis the other evening, threading my way through the parking lot enroute to the Chart House on Severn, when I noted a door with the name Rags on the glass. I stuck my head in, suspecting a Latitude imitator, and startled the editor who was working late getting the next issue to the printer. The magazine is a pale imitation so far, but they have ambition: in the back pages of the January issue was a poor photograph of Big O. I wonder if the publisher put it in to remind him of potential rewards for his efforts.

Lansing Hays Ivory Goose Palo Alto

Lansing — We didn't intend to be flippant in our remarks about

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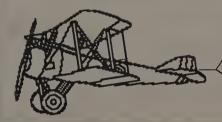
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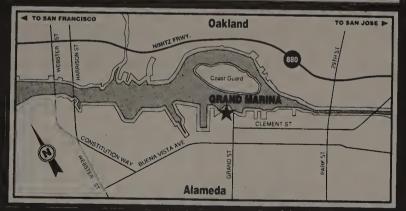
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transferring money, but believe us, we wouldn't 'smuggle' cash in Federal Express boxes if we knew of some easier and safer way. Certainly there's a better system for sending funds domestically and between banks in major business centers, e.g., San Francisco to Paris. But our experience has shown it's a completely different story when you try to transfer money between San Francisco, for example, and places like Mexico, the Virgin Islands. Costa Rica, Las Palmas, the Tuamotus or Tonga. If there is a consistent good way to send a thousand or two, we — and our readers — would love hearing about it.

As for the Big O advertisement in Rags, it was in return for some low grade friendly advice or something. We wish them the best of luck.

UNYOU INVARIABLY MESPELL IT

I have noticed over the years that you invariably misspell Herreshoff as 'Herreschoff'. You even edited my own correct spelling in the last letter of mine you published.

I have enclosed a letter from the Herreshoff Marine Museum signed by Halsey C. Herreshoff, who is, I presume, the final authority on the subject.

> W.B. Hickman Rockland, Massachusetts

W.B. — So you blame us for the problem, do you? If Herreshoff was going to go and get himself famous, don't you think he had an obligation to change his name to something spellable? 'Smith', for example. You'll notice that we never screw up on designers and builders with reasonable names. Sparkmen & Stevens, for

Okay, you don't buy that explanation, so we'll give you the real truth. The problem is that the spell-check program in our computer was written by a woman named Hannah Herreschoff, who upon her marriage, changed her name to Hannah Sommers. A couple of years later she got divorced, but having made a programming reputation under her married name, decided to keep it. But fueled by a burning desire to keep her maiden name alive, she futzed with the latest edition of her spell-check program to make sure anything even vaguely resembling 'Herreschoff, (Harris, Hersey or Henley, for instance) is automatically changed to Herreschoff. Isn't it terrible what she's done?

UNTHE THIEVERY OF OUR VERY LIFESTYLE

For the sanity of all of us who travel on bluewater, I have some comments I'd like to make regarding Gil of Papi's Cruising Center in Cabo San Lucas. What a fiasco! The following things are true:

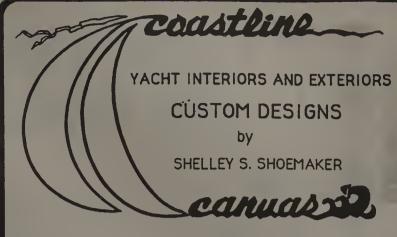
1. There is no apparent logging in or out of packaged parts brought down by cruisers for other cruisers, nor is there any apparent log for packaged parts enroute to cruisers in other ports. The cruisers waiting endless weeks are stranded until they receive their parts.

2. Laundry service: \$3.50 per load. Some clothes have been lost or were temporarily misplaced.

3. Papi's food: It's expensive compared to similar places in Cabo San Lucas. The iced tea is thinned a minimum of four times and there are no refills.

This is a bad joke, Jonah, and Gil should be fed to a local whale. The way I see it, Gil is only interested in blowing his horn and bragging as to his booming business. The man is possessed with his own importance and doesn't appear to give a shit about

I think Gil is a hindrance to the needs of the cruiser. I was there once when Gil was asking several people, myself included, if a fax that had been sitting on his desk for three days — and had already been paid for — "belonged to me". It was probably never sent. I can see him saying, 'Oh well, I guess it wasn't important, just



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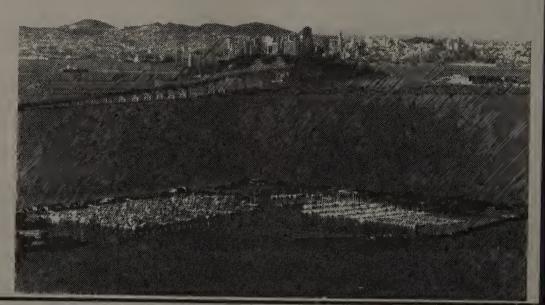
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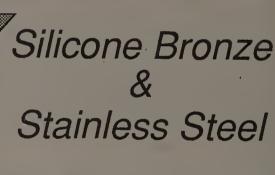
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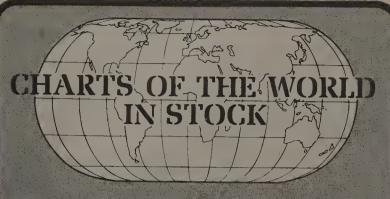
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another cruiser's mishap'. Bullshitl

There was one vessel that had been harassed and boarded by the Federales as a result of them being given bad information by a disgruntled crewmember. When asked to assist, Gil responded, "Negative help, I am an honorary Federale."

I have been on bluewater for over 18 months and have met many cruisers, rich and poor. All have been helpful, caring, warm-hearted and share a simple, beautiful and sometimes awesome world. If we are to have a port in a storm, let us be led to an honest servant of our needs rather than to those who deceive us through their Jekyll & Hyde thievery of our very lifestyle.

Please accept this correspondence as a request from a humble reader and believer in Latitude 38 to gather a cross-section report on this 'cruiser steward'. I thank you in advance for your continued concern and guidance of our safety and welcome entrance to all

future ports.

Alice Austin Monopoly Seal Beach

Alice — Over the years we've gotten many letters from cruisers commending the assistance given them by Gil and Karen at Papi's. Have things changed? Is Gil now too interested in capitalizing on the relationship he has developed with cruisers? Has he spread himself too thin by undertaking too many endeavors?

After conducting a brief survey, we've found that a number of cruisers have been disappointed, like you, with the somewhat careless handling of parts and messages. Even people who appreciate the casual way of doing things in Mexico suggest that Papi's ship might need a little tightening. A couple of other cruisers commented on what they felt was a disturbing change in attitude.

We consider ourselves to be good friends of Gil and Karen, and are disheartened by these reports. We're going to have a talk with Gil and see if maybe he's losing the vision that made him so wellliked by scores of cruisers. One thing is certain, Gil and Karen have done enough for cruisers over the years that they deserve to be told

if you think their service isn't up to snuff.

By the way, we think you have to be very careful about what you expect from others. Historically, Gil and Karen have helped all they can, but you have to remember that they're running a business and raising a family as well as trying to look after cruisers. It's completely unrealistic and unfair to think they're going to have as much time to help as are fellow cruisers, who basically have all the time in the world. Furthermore, we think it's entirely inappropriate for you to think of them as being 'stewards' or 'servants' in any sense of those words. When you go cruising, it's your obligation to look after yourself as much as possible and not rely on others.

In any event, the relationship between Papi's and cruisers has always been a friendly and mutually beneficial one; let's see if we

can't get it back on track.

U↑ BOUGHT A COLUMBIA 22 AND AM HAVING THE TIME OF MY LIFE

The letter written by a reader wanting an inexpensive way to sail evoked a need to share my experience. I too felt frustrated at seeing the beautiful Bay from land and not be able to experience or enjoy it. I didn't have a sailing background or sailing friends either.

So I took sailing lessons up through the advanced classes at Olympic Circle Sailing Club in Berkeley, figuring that good instruction would pay off in the long run. Sailing in the Bay is not to be taken lightly, but the challenge and the rewards are there. The instructors gave me all the skills I needed while stressing safety for both the captain and crew. While the classes were not cheap, you get what you pay for, and I recommend them. I would also recommend the boating courses available at Lake Merritt in Oakland. While the Bay is a different animal than a placid lake, the

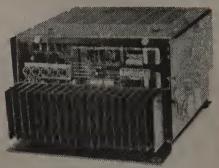
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I now own a Columbia 22 that I bought through the Classy Classifieds for \$3,000. Equipped with a nice outboard and a good suit of sails, I cruise the Bay singlehanded or with family and friends. I'm having the time of my life! There are not enough hours in the week to do all the sailing I'd like.

With the boat paid for, my sailing costs less than most other forms of recreation. So my advice is to go do it - but make sure you get good instruction to build your confidence and competence.

Bill Leong Leina Marina Bay, Richmond

Bill — Your recommendation to get good sailing instruction is an excellent one. Nothing has soured more novice sailors on the sport than the fact they're not sure what the hell they are doing and whether it's safe. Trying to sail without really knowing what you're doing makes about as much sense as trying to enjoy a game of chess when you don't know the rules.

P.S. Men who own boats should realize that this 'can't enjoy what you don't understand concept applies at least as much to

girlfriends and wives as it does men.

UNTHE DIFFERENCE MAY APPEAR SMALL

I am writing to take issue with a long-standing misuse of the word "Bristol". The word is often used in Latitude articles and advertisements when referring to a condition that is properly known as "Bristol Fashion".

For people who care about accuracy and quality in their choice of language, the term "Bristol Fashion" refers to superlative quality and/or construction, while "Bristol" alone is a noun that refers to a couple of well-known maritime communities. For example, "Is the company from Bristol or will the work be done to superlative

The difference may appear small, but I believe that the small things can make a big difference when your life is at stake, as when

flying or sailing.

This whole business came to mind as a result of reading about the restoration of Moonglow II in the March Sightings. I'm glad that the boat is now undergoing such loving and attentive restoration at the hands of Rick and Don, and I hope the warm wind the two will sometimes feel at their backs is not their own.

By the way, I'm sure when Moonglow is restored she'll be ship-

shape and Bristol Fashion.

Paul Dines Bristol Fashion Yacht Care Sausalito

Paul — There are times when the primary function of language needs to be accurate communication. Sloppy language in technical manuals, for example, can indeed sink ships and drop planes out of the sky.

But there are other times, such as writing for entertainment, where accuracy plays second fiddle to the dynamic and colorful use of language. Latitude 38 is primarily an entertainment magazine, and therefore we can play fast and loose with language in search of style, being hip or some other Tom Foolery, and not worry about our having caused a bunch of sailboats to sink.

Static language has its place, but rarely in these pages.

∜↑THE OTHER SIDE OF THE SELENIUM ISSUE

When the Bay selenium dumping issue first surfaced in the Chronicle a few weeks back, I was almost moved, during a fit of disgust, to pen my first letter to that publication's editor. I soon calmed down and reasoned that such effort would accomplish

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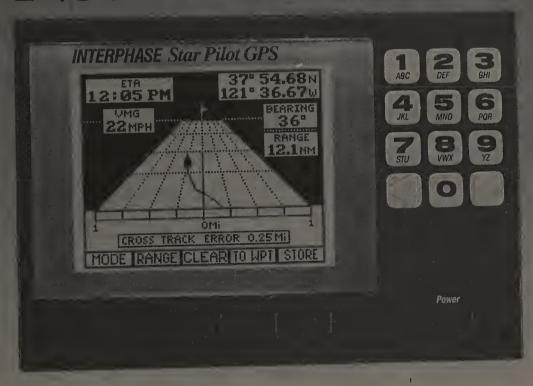
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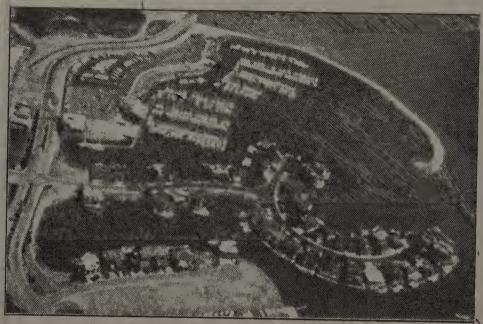
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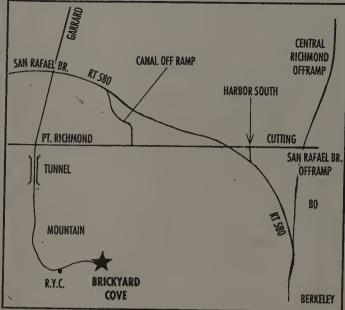
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about as much as pissing off the windward rail. To further soothe my psyche, I reached for my latest issue of Latitude — a publication I admire for its rational, sensible and reasonable approach to issues concerning the environment and pollution. Alas, as I leafed through the pages of Sightings I was disheartened to find two separate articles regarding the selenium issue — both of which inferred that even you have been duped into the mentality so frequently espoused in the general media and the environmental community of "Big Oil being a wanton polluter of our environment". Please allow me to express another side of the issue.

From your and the Chronicle articles, one is given the impression that oil refineries separate selenium from crude oil and thus indiscriminately dump it into the Bay, presumably to avoid the cost of disposal in a landfill somewhere. The reality is that selenium finds its way, in very dilute quantities, into a refinery's process water stream during the refining process. After extensive treatment and testing to insure that all water quality standards are met, this water is discharged into the Bay. (Contrary to the general perception given in the media, the standards are quite stringent).

Following the Kesterson event, at least one oil company has spent years researching and developing a process to separate selenium from its process water — presumably in anticipation that selenium discharge limits would eventually be established by the Regional Water Quality Control Board. At this time, pilot plants running the process are unable to meet discharge limits recently set by the Board. Hopefully before the end of 1993, when the limits go into effect, further research will improve the process such that full scale plants can be designed, constructed, and started up.

It's one thing to tell Richardson Bay boats to stop crapping in the Bay (whether or not they're actually affecting Bay water quality) when they have reasonable alternatives, but an entirely different (and capriciously unreasonable) thing to tell them they can't crap, period, starting the day after tomorrow. To require the refineries to immediately stop selenium discharges would require a total shutdown, which, in light of their being no known or documented hazard to the Bay, would be equally unreasonable.

Of course, the environmental zealot will point to the deformed ducklings at Kesterson to confirm that selenium is killing our wildlife and thus recruit additional support for their environmental witch hunts. But an informed and intelligent person will recall that the Kesterson problem was the result of a policy which allowed farm interests to leach salts (and selenium) from farmland through irrigation. This waste water was then dumped at Kesterson, where it could only evaporate. Over time the evaporation process left increasingly concentrated, and thus toxic, levels of salts and selenium. The intelligent solution, after the environmental furor subsided, was to slowly drain Kesterson to the ocean where the selenium was diluted to safe trace levels.

I'm sure the 1993 date was a negotiated compromise; not soon enough for the Water Board and too soon for the oil companies. Nonetheless, hundreds of millions of dollars will be spent and the selenium will be removed and the costs will be passed on to the consumer — and then we will have 5,000 pounds/year of concentrated toxic selenium to dispose of in a landfill somewhere. A landfill to be covered and forgotten until future generations build schools, playgrounds and housing tracts on top of it, and — gasp! — drill water wells into it.

Then again, one might expect that a rational and sensible environmental policy would first implement an unbiased study to determine what detrimental effect, if any, has occurred during the last 90 years in which refineries have been discharging water into the Bay. After a quantifiable study, we could rationally evaluate the most effective overall means of mitigating the problem, if there is one. Who knows, such a study might confirm that the current practice of discharging selenium as an extremely diluted part of the treated process water to be further diluted in the Bay and from

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> Jeff Ruszler Refinery Engineer

Jeff — We're not environmental experts, and it's certainly possible we could have been duped by environmentalists once again, but there are nonetheless two problems we have with the type of arguments you've made.

First, you argue against the limitations because the technology to filter the selenium out is not ready yet. We think the question of whether or not the technology is ready is somewhat beside the point. If selenium is the terrible toxic it's been made out to be, perhaps all the discharge should be stopped right away.

Secondly, you claim there is no option for the refineries. Yet it's our understanding that the selenium only comes from the refining of Central Valley crude and that there is no selenium by-product when crude from other areas is refined.

We also worry about your credibility when you make the claim that it's unclear whether refinery discharges into the Bay for the last 90 years have done any damage. We're not sure anyone else would even try to make such a claim.

Finally, there's the idea of using the Bay and ocean as giant dilution tanks for extremely toxic wastes such as selenium. It's our belief that most of us are coming around to the position that this is pretty much an unacceptable concept. And it doesn't make any difference that selenium is a "naturally occurring" trace element, because 5,000 pounds a year per refinery is anything but a trace amount. It's our understanding that beyond trace amounts, selenium is extremely carcinogenic.

U↑CAL/O'DAY ALERT

We're trying to establish an association of O'Day/Cal boat owners. Since O'Day went out of business, it's become very difficult to obtain the information necessary to maintain these boats. Pearson, which purchased O'Day/Cal, has had problems finding the data on older O'Day/Cal models. It seems that most of the information was either lost or misplaced in the transition from O'Day to Pearson. We are hoping that by forming an association, the vital information needed to maintain the boats can be acquired. We'd also like to form class associations for all the O'Day and Cal

Owners of Cal and O'Day boats are therefore encouraged to express their interest in joining the Cal/O'Day Owners Association by writing us at the following address: Box 684, Assonet, MA

John Grandfield / Bob Gay Assonet, MA

UNLESS I MISSED IT, YOU GUYS DID

In the latter part of December, my husband and son were driving up Highway 1 from Santa Cruz to Pacifica, when just south of Half Moon Bay they spotted a bare mast protruding above the cliffs. They pulled over to check it out. All they could discern is that it was a large racing boat that had gone aground. Since the transom was facing out to sea, they didn't get her name or

When they returned home that evening, they told me what they'd seen and of their desire to know what had happened. Had it been a mishap during a race? Was it a stolen boat? Was it a case of



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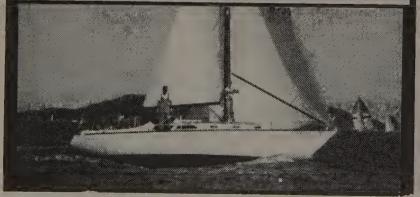


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a delivery gone awry? I confidently told them to just wait for the February issue of Latitude because "nothing gets past those guys".

Well, I have the February Latitude in my hot little hands, and unless I've missed it, you guys did. So I thought I'd write and see if you do know anything about what happened. We still want to know.

Michele Rae Aptos

Michele — Given the great number of boats out sailing and the tiny number of people on our editorial staff, we rely heavily on readers — such as your husband and son — to alert us to possible news stories. Our 'sources' along the coast were obviously too occupied with Christmas and New Years to alert us to the disabled sailboat — so no, we don't know the story. Can any of our readers help?

U↑ MORE SURPRISES FROM US WIMPS

It comes as some surprise that you wimps didn't print the letter to the editor that I sent regarding Joe Blow [Editor's note: The individual has been given a pseudonym for reasons soon to become obvious.] You guys pass yourself off as being the hip and irreverent sailing rag, always willing to print the truth. Then you print an article that is full of inaccuracies, and when I attempt to bring said inaccuracies to your attention, you don't print it.

Let's be honest. Joe Blow is an asshole, no matter how you look at him. When he says the complete garbage that your article contained, someone has to call bullshit on it. I am surprised that you even give a zero like Blow the ink that you did, and even more surprised that you didn't have the balls to print my counterpoint.

By printing Blow's comments, you are letting this hacker tell lies; by not printing my corrections, you let your readers mistakenly think that the 'facts' about Blow are true. They're not.

Any integrity that I thought you may have had just went the same way as Blow's sailing career. Down the toilet.

Would Print My Name But I Must Not Have The Balls San Diego

Readers — The above letter was unsigned, so we had to give

him a pseudonym also.

We thought long and hard about printing WPMNBIMNHTB's original letter, going so far as to keyboard it. The letter had some merit in that it would clarify a certain situation common in yacht racing that leads to confusion, anger and jealousy. The reasons we ultimately didn't print the letter are 1. that one person was being viciously attacked for something that is commonly done, 2. because the author refused to identify himself, and 3. because the person being attacked is considered by many experts in his region to have been selfless with his time in keeping a large fleet of boats active in racing.

In any event, we're going to give you a chance to be the editor. Should we have published the following original letter?

"Regarding your story in a recent issue of Latitude, please allow me not only to make a couple of corrections, but also a few comments. First of all, Joe Blow is no more the owner of Rocketship than you are the owner of Mongoose. Blow is not the owner. Rocketship is in fact owned by Harry Happy. Blow likes to parade around as the owner and, get this, designer of Rocketship. Please check the results of the recent Mexico race where Rocketship is listed as a "Blow 50". But Blow is not the designer. Rocketship was designed by International Ace. Blow's changes to the boat have done little other than to make her both ugly and slow. How slow? Again, refer to the results on that Mexican race and you'll see that Blow 'the owner' and Blow 'the designer' piloted



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the 'Blow 50' to DFL in his class.

This terrific race result ties in directly with comments by Blow "the electronics whiz" about carrying all kinds of consumer electronics aboard the boat during races. Gee, Blow, maybe the fact that you got DFL has something to do with the time you spent watching videos and playing with your instrument. Perhaps you should have spent some time sailing the f-king boat. Maybe you can bring along a copy of Gary Jobson's How To Race video on your next race. And Blow, don't you know that playing with your instrument can make you go blind?

(signed) Welcome to Reality

Readers - The truth of the matter is that Joe Blow is being lambasted for something that is fairly common in sailing, taking

credit where it might not be completely due.

The boat in question was quite clearly designed, for the most part, by a well-known international designer. While Blow was responsible for just some relatively minor modifications, the boat has almost always been identified as a Blow 50. 'Welcome to Reality' has a point in this being a case where someone is taking credit for a design that is almost entirely the work of someone else. Justifiable or not, it's a relatively common practice in the sailing

Blow was also listed as the owner of the boat in the race program. It's our understanding that Blow may well have a maintenance/management agreement with Happy that allows him to identify himself as the 'owner'. Once again, this may not be kosher, but it's common. In many regattas, the primary helmsman is often listed as the owner or co-owner; it's part of the way the game has been played over the last ten years or so. If Happy had any problem with Blow calling himself the owner, he sure hasn't vocalized it.

As for Blow finishing DFL in the Mexican race, that is true. Others racing against him said, however, that he was in the hunt right until the last 15 miles, at which point flukey winds made the finish pretty much of a crapshoot.

UîSURELY OLD C.B. DESERVES A CAPITAL LETTER

Your item in the March Loose Lips about Hank Easom's new sailing dinghy Pride mentions her as being "constructed of bruynzeel plywood".

Speaking as an erstwhile mate (1969-1971) on Stormvogel,

surely old C.B. deserves a capital letter!

Brian McGerry San Francisco

Brian — Right you are, especially as Bruynzeel was a sailor to the very end, dying of a heart attack on his last ocean race. But at least give us credit for getting the spelling correct!

UNANY BRIGHT IDEAS

While sailing The Little Dipper, my 16-foot fiberglass centerboard sloop, on Lake Sonoma a while back, my alleged crew managed to capsize the boat. He did this by suddenly repositioning his 200-pounds from the windward to leeward gunwale while I was sheeting out and falling off. The wind was blowing more than 20 knots at the time.

My crew had been forcing tacks from the very start, moving his weight from one side to the other when he thought we should tack. To keep the boat underway, I had to follow his lead. When I protested, he accused me of being a "Captain Ahab". He was intent on teaching me how to sail!

Having established that this guy was not willing to follow simple sailing commands from me in my boat, I - in retrospect - should have promptly returned to the dock. Once there, I should have used whatever means necessary to persuade the gentleman to

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LETTERS

disembark. Instead, there we were, in the cold February water, turned turtle. With the boat upside down, my 'crew' insisted that in wind such as we had, the helmsman should always come about in order to get onto a broad reach from a beat. He must have been thinking about alternatives to a gibe, but I wasn't gibing!

Somebody was jiving.

Then he told me that the weight of the boom is what turned the boat over, as I had the main sheet clear out, anticipating the wind abeam. Sure. This guy weighs about 40 times as much as my 10foot long, two-inch diameter aluminum boom, and he jumped to the leeward side just as we approached that wind abeam point. My 135 pounds did little to offset the combined weight of him and the boom, and my effort to quickly head up wasn't enough to prevent the capsizing.

We stood on the centerboard and righted Little Dipper momentarily, but she kept tipping right back over on the other side. It turned out that water had poured in a one-inch gap between the tops of the cockpit and hull molds under the topside mold. This gap runs the length of both sides of the boat, across the transom and

under the aft deck. It's a serious construction oversight.

With the one huge air chamber filled up with water and no way to drain it out, the boat naturally rolled over and over like a soggy log. But there must have been a bubble of air or a little foam under the seats or cuddy floor, because she remained awash instead of sinking. During the course of being towed ashore, we lost the rudder, anchor, sailbag, clothes . . . a few hundred dollars worth of miscellany.

Little Dipper is an AF16 built in 1976 by the now-defunct American Fiberglass Corporation of Charleston, South Carolina. Despite the manufacturer's romantic name, she has a very attractive hull that somewhat resembles the O'Day Daysailor, but with a round bottom, tapered hips, a more gracefully curved

transom and greater sheer. She also sails very well.

I'm now looking to find some pourable closed-cell foam that doesn't have hull exploding characteristics in order to make my Little Dipper as unsinkable as those Boston Whalers you see in the ads that have been chain-sawed in half. All I've been able to come up with, however, is open cell polyurethane foam which, I'm told, eventually absorbs water. People have told me that closed cell foams have to set up under high temperature and pressure.

Is there anyone out there who can supply me with info on how I can fill these large air-spaces with non-absorbent flotation without having to tear the boat apart? Airbags wouldn't keep the water from sloshing around, which is probably why the boat kept

going back over on her side when we tried to right it.

Or does anyone have any other bright ideas?

Jesse Goodman 1470 Felta Road Healdsburg, CA 95448

Jesse — In the annals of mutinies, your's is one of our favorites. Good luck in finding a solution; we're sure one of our readers will be able to help.

U↑COMPLIMENTS ON THE CRUISING 70

I want to offer my compliments to the folks at Bill Lee Yachts for Hotel California Too, our new Santa Cruz 70, cruising version. Readers may recall she was pictured in the March Sightings.

Along with my family and six friends, I took possession of the boat well offshore Santa Cruz after a wet dinghy ride in rough seas and winds. Our first day's run was terrific: 310 miles! The highlight was doing 15 to 17 knots under a partially furled jib and a doubled-reefed main from north of Point Conception to south of Santa Rosa Island. Thanks to a great crew and a great boat, our only casualties were a few bottles of red wine, which hit the cabin top in a near knockdown off Conception.

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page 73

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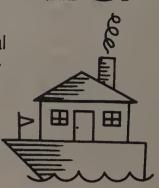


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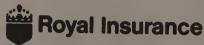
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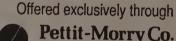
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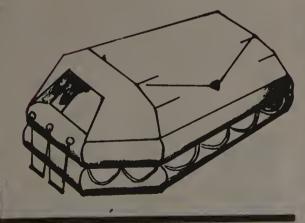
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LETTERS

The rest of the trip was either smooth sailing with the cruising spinnaker or motorsailing. We checked in at Cabo San Lucas just $5\frac{1}{2}$ days after taking delivery off Santa Cruz.

Our fast and safe trip is a credit to the quality work of the team at Bill Lee Yachts. They only had eight days to commission the boat in the water, and because of no wind, had no real opportunity for sea trials. Work was in progress literally until the time we took

delivery offshore.

P.S. As noted in the last issue, our boat, created for 'Fast is Fun' cruising and single/doublehanded sailing, is not exactly the same as Bill's proposed 'Ultimate Cruising Yacht'. For starters, we displace about the same as the race boats, except for 2,800 pounds of moveable water ballast. Other major modifications include:

1. Balsa core fiberglass hull with Kevlar in the front third.

2. A shorter, stiffer rig and longer boom in order to carry the same mainsail area, but with less dependence on runners and

hydraulics.

- 3. Rigged and layed out for shorthanded sailing, meaning a furling jib, a Dutchman mainsail, cruising spinnaker, a staysail, all halyards and reefing lines lead to large power and/or manual winches near the wheel in the center cockpit, and bow and stern anchors operated with the same power winches.
- 4. Three-hundred-and-fifty gallons of fresh water ballast on each side, which can supplement the fresh water supply or be used as moveable ballast via high speed transfer pumps.

5. Eight-foot draft 'cruising keel' with small sump.

- 6. Finished interior includes forward stateroom with king-size bed and shower; aft stateroom with a double berth.
- 7. Large 'topside access only' sail locker storage area forward of master stateroom, separated by watertight bulkhead.
- 8. Eight-foot by ten-foot 'multipurpose area' aft of center cockpit with step-down to swim/dive scoop on the transom. The area has already seen use as sundeck, dinghy platform, swim/scuba platform and dance floor.
 - 9. Extra water and fuel capacity.

Stephen Schmidt Saratoga

Readers — Why would anybody ride offshore in a dinghy to take delivery of a brand new boat — and then make a non-stop sail to Mexico? It's as simple as avoiding sales tax. If we remember correctly, if an owner takes delivery of the boat outside the three-mile limit and then keeps it out of the country for three months, he or she has the tax man beat. For smaller boats, it's not worth the expense. For more expensive boats, it can be worth it. This is certainly not the first time it's been done.

As for you Stephen, congratulations on your new boat. We hope that after a few months you'll give us a further evaluation of the first big ultralight cruising boat to come out of Santa Cruz.

∜↑ WILD ABOUT THE WILDERNESS

I'm writing in response to Kim Peters' March letter about Wilderness 21s. I met Kim while working on my Wilderness at Schoonmaker Point before competing in the Singlehanded TransPac. He's a nice guy and I hope he's successful in getting a

one-design class for the 21s in the Trans-Tahoe Race.

I own hull #1, which was originally designer Chuck Burns' Satisfactory. Amy Boyer's Little Rascal, which she sailed across the Atlantic and in the Singlehanded TransPac, was a later number and modified slightly. Hers had no cockpit seat hatch, a source of one of my leaks during the 1990 race, and hers was built with canvas pipe berths and not the foam cushions that do such a good job of soaking up all the water that leaks in. When the snow melts here, I plan to rip out my hard berth tops and foam, and replace them with synthetic canvas pipe berths. And I will definitely seal that seat hatch before I race again.

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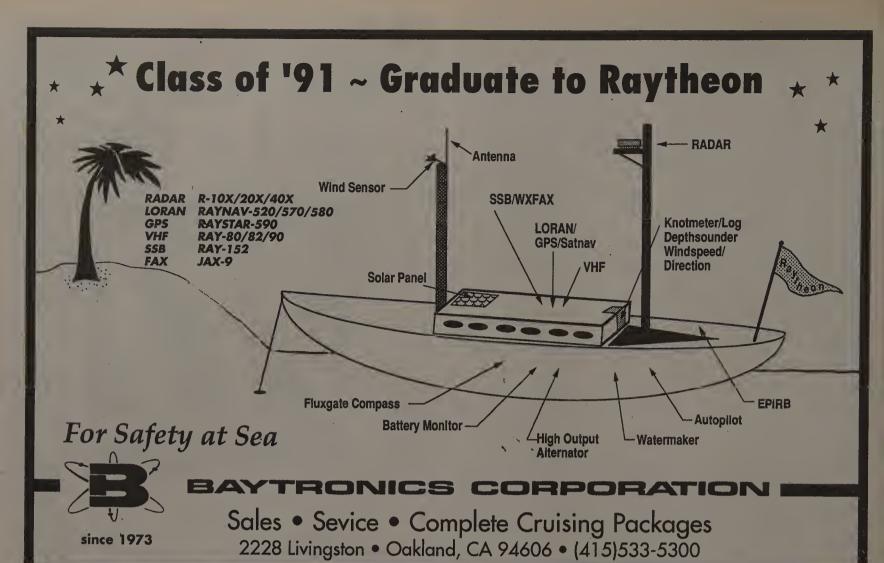
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LETTERS

I bought Satisfactory sight unseen in Sausalito and renamed her Frequent Flyer for the Singlehanded TransPac. Scott Easom did a great job of making a new boat out of her. When the race was over, I trailered her back to Santa Fe, where she is sitting rather forlornly, covered with snow, and waiting for the ice on Heron Lake to break up. This spring she'll be renamed Gringa and go around the buoys on the lake. This fall . . . who knows?

Having done one of the singlehanded races Amy did in the same kind of boat, I have to say she deserves a lot of credit. She was able to push *Little Rascal* very hard without furling, an autopilot or SatNav. All she had was hank-on dacron sails, a Navik vane and a sextant. Those of us who follow in her wake sometimes

forget what 10 years of technology can mean.

I also wonder where Amy is. Years ago I crawled around in Little Rascal in Sausalito; it was that memory and the stories told by Dave White, an old dockmate, that prompted me to try the Singlehanded TransPac last year. I'm told Amy now lives somewhere in western Canada. If she reads this, I wish she would give me a call.

Leslie C. King III Santa Fe, New Mexico; (505) 988-1858

∜îTHE CATCH IS . . .

The article regarding ham radio licenses on page 90 and 91 of your March issue is misleading. It states, ". . . you can now get a Technical license without passing a code test". Readers might think this means they can obtain an Amateur radio license without learning Morse Code. 'Tain't so.

Granted, there is no code test for the Technician class license. The catch is, you're not allowed to take the exam for Technician class until you've passed the exam for the Novice class. And the Novice class license require Morse Code at five words per minute.

Similarly, there is no code test for an Advance class license, but you can't take the Advanced exam until you've passed the General class exam — which requires code at 13 words per minute. And you can't take the General exam until you've passed the Technician exam. Etc., etc.

In other words, there is no way to get around the Morse Code requirement. Everything starts with the Novice class license and all subsequent exams must be taken in order. Fortunately, learning Morse Code is both easy and fun. Try it . . . you might like it!

Incidentally, the FCC is considering a voice-only license, called Communicator class. This would not require Morse Code, but would restrict operators with this license to bands above 222mHz.

Clare Holt Richmond

Clare — We're sorry to have to break the news, but you're wrong about this. Check the following letter from Randy Grahek of G&A Electronics in Southern California:

UNTHERE IS NO CATCH

By now a lot of you have heard about the new no-code Amateur radio license. Being in the marine electronics business, I have heard several customers comment on the new class of license, all with very different conclusions as to what the new license offers.

Let me explain. The new license requires that you pass two written tests. The first test is the Novice or entry level test, which covers basic radio and electrical theory. The second test is the Technician test, which covers more advanced radio, electrical and some antenna theory. After passing these two tests, and without any knowledge of code, your privileges are many. You will be allowed to operate above 30 mHz. Privileges also include VHF and UHF on more than six frequency bands. The possible ranges are from approximately 35 to 2,000 miles. Operations can include voice or digital (computer to computer, television, or Morse Code).



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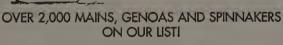






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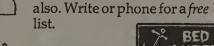
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LETTERS

The people you see walking around with walkie-talkies are usually hams enjoying the benefits of VHF and UHF radio. The range of these handy 'talkies', as they are referred to, is often extended hundreds of miles by repeaters. Another plus is that you can use your radio to make phone calls with the help of a device called an 'auto patch'.

So for passing two written tests, and without any knowledge of code, you've got many privileges. However, once you get that license, by becoming proficient at 5 words per minute in code, you can increase your operating privileges to voice on the 28 mHz band, and code on 3, 7, and 21 mHz bands. These are the worldwide bands that most hams have enjoyed for over 75 years. If you know a ham on your street, chances are that he or she is using these bands to talk all over the world. So you see, ham radio really isn't that difficult.

How do I know all this? I've just passed both the written and code tests. I had tried to enter the ham radio world before, but something had always come up to stop me. This time it was different because of one person's dedication to expounding the merits of ham radio. The person is Gordon West of Costa Mesa. After seeing an ad for his 2½-day no-code licensing class, I thought I'd give it a try. You start receiving study material a month before the class, so that when you arrive you have a pretty good start on the material.

There was a wide mix of people at the class I attended; everyone from seven-year old kids to elderly men and women. There were lots of demonstrations and Gordon's humor kept everyone interested and enthused. I don't know of anyone in the class, which cost about \$175, who didn't pass the test. I highly recommend Gordon West's class and ham radio for mariners.

Randy Grahek G & A Electronics, Inc. Newport Beach

UNTHE BARGAIN OF THE CENTURY THAT WASN'T

Nobody likes to be ripped off, and to avoid the same thing happening to someone else, I would like to share my experience.

In your February edition, at the bottom left of page 28, there is an advertisement for a product advertised as "Giant, Heavy Duty Inflatable Boats". The two-man costs \$38; the four man costs \$65.

After reading it a couple of times, and being in the market for a dinghy for my Newport 27, I thought I'd found the bargain of the century. After talking to a company operator by the name of Molly, I ordered the inflatable boat.

When it arrived a week later, I was very disappointed to discover my "bargain of the century" wasn't a bargain at all. The boat turned out to be a very cheap and conventional inflatable, the type that you buy for kids to use in a swimming pool or small body of water

There was a big warning printed on the side of it, warning against precisely the kind of usage I had intended. "Do not use in high wind, rapid currents, open water or dangerous tides."

Reading the ad once again, I feel very stupid to have ordered the boat without seeing and trying it first. I do, however, believe that the ad was misleading, as the activities named in the ad—"recommended for marine, ocean and fresh water recreation, camping, fishing or family fun boat"—were inconsistent with the warning on the inflatable itself.

Denis Derendinger Campbell

Denis — It seems to us that the price, \$65 for a "four man heavy-duty inflatable boat", should have been the tip-off. When comparable models by Avon and Zodiac cost more than 10 times as much, you've got to wonder if what they mean by "heavy duty" is the same thing you and we mean by "heavy duty".



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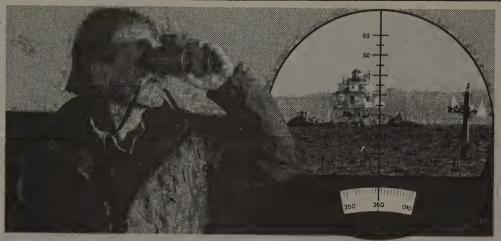
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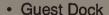
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LETTERS

According to the ad, you can get a refund if you are dissatisfied. We presume you've gotten yours.

Incidentally, the same day we got your letter, we got one from David Marshak, D.D.S. from Pasadena. Marshak sent us a xerox of a page from the February/March issue of the Auto Club News, a page that featured both the same "Heavy Duty Inflatable" ad as well as an ad for "Individual dental plans from only \$4.75 per month". Marshak didn't sound as if he was ready to invest his money in either offer.

UNGOT HIMSELF POKED

I'm writing concerning J-24 'dinghy' owner Hughe Janus' comments on wooden boat ownership. It sounds to me like he tried to scoot around a seemingly slow-moving bowsprit and got himself poked!

P.S. He further makes the assumption that a wooden boat owner may never have raced a dinghy or catamaran. If he truly wishes to be a hot dog, may I suggest he try racing a Hobie 18 in Northern California coastal waters.

Steve Gann Saraband Carmel

Steve — Excellent observation. How else would he have gotten a name like that?

UNTHE VERDICT ON 'THE SEA WILL TELL'

I watched with great interest last night as the story of the mysterious murders on Palmyra of Mac and Muff Graham unfolded on television in *The Sea Will Tell, Part I.* If you'll recall, there was a media black-out in San Francisco for the duration of their trial.

As far as I'm concerned, the show was accurate to the penny—except for one major point. Bugliosi painted the young woman, Jennifer Jenkins, as being as much a victim of the situation as the Grahams. This doesn't sit well with me, as all the information I was able to get at the time of the trial indicated that she was a willing and cooperative partner in everything her boyfriend Buck Walker wanted to do—including theft and murder.

Although evidence was lacking to connect them to the actual murder, I was disappointed to see Jenkins portrayed as an ignorant victim.

Joe Ditler Coronado

Readers — Joe Ditler is a longtime nautical journalist from San Diego who closely followed the trial over the murders of the Grahams.

Personally speaking, we're not surprised the girl got off. After all, this is the one country in the world where you really can get away with murder — provided you have the presence of mind to blame it on somebody or something else. Murderers have washed the blood from their hands and been acquitted as a result of blaming their life-taking on drugs, alcohol, unhappy childhoods, low-self esteem, heavy metal music and everyone's all-time favorite, Hostess Twinkies.

UTRUDDERLESS

Lighter is not always faster.

For those keeping track of the damage, the rudder fell off my Santana 35 Excalibur and sank on the way to the last Golden Gate Midwinter Race on March 2. With a strong current quickly setting us onto pilings, things could have gotten a lot worse. Fortunately, Mike Mannix and the crew of Harp came to our rescue and cheerfully sacrificed their day to tow us home.

I want to thank Mike for his timely and good-natured help. I should also express my apologies to the remainder of both of our

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LETTERS

crews, who waited for hours at the Golden Gate YC bar wondering what happened to us. I owe all you guys the first round at the Vallejo Race.

P.S. The factory says I have the honor of the first rudder sinking. That's right, score another first for Excalibur!

Byron Mayo Alameda

Readers — Southerly winds up to 40 knots wreaked havoc on the fleet that day, sending two crewmembers into the drink (C Ro Mar and Block Buster), as well as at least one mast, that of Dan Bjork's IB 24 Cahada. Ironically, it was Bjork that rescued our associate editor Rob Moore before the race when Moore — ahem — managed to motor his quarter tonner Summertime Dream onto the ever-expanding sand bar at the mouth of the breakwater. Taking his cue from Mayo, Rob would like to publically thank Dan and the Cahada gang for their help, and likewise says the first round's on him up at Vallejo.

U↑A COOL CHANGE INDEED

I would like to express my thanks to Bill Carber and his crew aboard the vessel Cool Change for a timely rescue in the middle of the Pacific. Last August my girlfriend, Bev Andrews, and I were cruising home from the Hawaiian Islands when we discovered, 1,200 miles out, that all but 2½ gallons of our fresh water had drained into the bilge. It wasn't going to be a life and death situation because we had plenty of other fluids in the form of juices, canned milk and others things. But it did mean that our quality of life was going to go down the tubes: no tea, hot chocolate, coffee or fresh water showers.

Approximately 36 hours after we realized our loss, Bev spotted the sailboat Cool Change on the horizon. We called them on the radio and explained our circumstances. It wasn't long until that boat came alongside and I realized that it was Bill Carber of BC Navigation at the helm. The last time I'd seen Bill was when I had bought charts for my cruise!

Carber had not only been helpful when I bought my charts, but also in our distress: he gave us an additional 20 gallons of water. Bev and I were still rejoicing when they sailed over the horizon.

Twelve days later we arrived back in San Francisco and immediately made our way to BC Navigation to thank Bill and his crew and to compare sailing experiences.

We eventually discovered the source of the leak; the hot water heater. You would think that after 7,000 miles of cruising we would remember to turn the water valves off after use. S--t does happen!

I would like to add that Bev and I were cruising in my Pearson 323. The boat is fantastic; fast, strong, roomy and perfect for the cruising couple. I hope you folks at *Latitude* can review the boat sometime; she'll astound you.

P.S. We apologize for not giving public thanks to Bill earlier, but some deaths in our families forced us to concentrate on other matters. Thanks again, Bill and crew.

Larry Andreson Pearson 323, Scheherazade Sacramento

Readers — It's funny how watermakers have changed cruising. Before they were common, something like 20 gallons would seem like a lot of water. After you've cruised with a watermaker, 20 gallons would hardly seem enough to get you through the afternoon, let alone an ocean passage. We salute them, GPS and the new EPIRBs as the greatest contributions to sailing in the last 10 years.



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LOOSE LIPS

Tide tables and toilet bowls, or, "What would the BCDC have thought of this?"

In old Seattle, the first flush toilets were quite a novelty — as much for the way they malfunctioned as functioned, it turns out. You see, the original city was built so near sea level that you could only flush at low tide. At high tide, anyone who hit the flush handle got doused with the contents of the bowl and a good portion of Elliott Bay. 'Regularity' took on a whole new meaning as residents learned to consult tide tables before they approached the throne. In fact, Seattleites (satellites?) may have invented the word 'wetback'. They coined it to describe newcomers who were unfamiliar with this peculiarity — and who doubtless supplied frontier comedians with a good part of their material.

(When the city was rebuilt after the 1889 fire, the streets were raised 12 to 18 feet for the expressed purpose of alleviating this problem by insuring the sewers would always flow downhill. This rendered the first-floor levels of most shops unusable. Today, we're told, "underground Seattle" - complete with its odd elevated bathrooms — is one of the most popular visitor attractions in the city.)

Not since Sutter Sails got the contract for rigging and building sails for Jabba the Hutt's 'desert yacht' in Return of the Jedi a few years back has sailmaking so closely resembled art. We're talking about North Sails' San Diego loft, which as we speak is busy filling orders for 24,800 umbrella panels. But not just any umbrellas. These are part of a joint Japanese-American object d'art created by the Bulgarian artist Christo — the self-same Christo who in the early '80s surrounded 11 islands in Biscayne Bay with 6.5 million square feet of pink polypro, and erected an 18-ft high, 24-mile long 'running fence' in West Marin County. Yeah, that guy. Anyway, once the 3,100 umbrellas - each 20 feet high and 28½ feet in diameter - are assembled and erected in October, Christo will give the signal. The 1,340 blue ones north of Tokyo will be unfurled first, followed by 1.760 vellow ones north of Los Angeles. The, uh, windfall project was so good for North that they created a whole new division, North Technology Systems, to handle it. And art lovers must certainly be giddy in anticipation of the big event. Personally, we can't help but wonder what Christo could have accomplished with the \$26 million if he'd been a medical researcher.

When 'port' is favored.

When you talk about the nautical 'port', it refers to the left, or land side when Viking ships came in to tie up in port. (They never tied their double-ended longships up on the right because it could damage the, ahem, 'steer-board'.) When you start talking wines, though, the only vints truly deserving of the Port name must be grown and bottled in Portugal. The same is true for 'true' Champaigns, Burgundys and Bordeaux, which all originated in those provinces of France.

So what did Madera County vintner Andrew Quady do when Portugal said he couldn't call his California-produced, European-

exported dessert wine 'port'?

"I called it 'starboard'," says Quady. Obviously reaching, he calls the choice quite logical. "If you're standing in England looking south toward the source of port wine, Portugal is on the left, the port side, and California is on the right, starboard, side."

That reminds us of a pugnacious little year of Caribbean white

lightnin' we once tried, Chateau du Paint Stripper.

A funny thing happened on the way back from the post office.

We got some strange post cards. Remember the one we ran awhile back showing a bunch of Asian kids picking lice out of each other's hair? Well, one postmarked March 18 beat that. On the front is a big fat fellow in a '50s-motif hotel room that makes a cell in San Quentin look like something out of House Beautiful. We know it's a hotel because on the back it says "Del-Rey Motel, 2 miles west of City on

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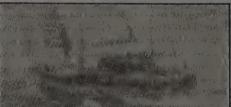


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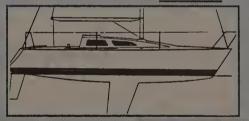
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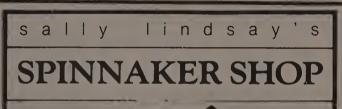
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Did we mention that our mail may be a lot of things, but boring isn't one of them?

We weren't having a g'day.

A thousand million pardons to Chris Dickson, who we inexcusably identified as "an expatriate Aussie" in our March preview of the America's Cup. Dickson, who will skipper the Nippon Challenge IACC boat in the next America's Cup, is of course a dyed-in-the-wool New Zealander. Nippon is of course one of two Chinese syndicates — no, we're kidding — Japanese syndicates vying for the first time for the America's Cup.

Knocking on the door...

The mythical 50 mph sailing record lingers only a heartbeat away. On March 7, French sailboarder Thierry Bielak hit 43.06 knots at the 500-meter speed-sailing trench in St. Marie de la Mer, France. He used a 4.5-meter Advanced Rig Technology Speed Pro sail obtained from previous record holder, Pascal Maka. Meanwhile, in local speed sailing news, Russell Long's April attempt to beat his own 37.18-knot speed sailing record for boats is on track. (For record purposes, sailboards are not considered boats, but have their own special category.) This month, he'll set up his Greg Ketterman-designed trifoiler Longshot in our local speed sailing 'trench' — flat-water, highwind Bodega Bay — strap himself in, don his helmet and take his shot at the big five-oh.

No, it's not Humphrey.

...Although the dead whale spotted belly-up in San Pablo Bay in late March did have some fans of the wayward Humpback concerned. But we knew better. Humphrey likes publicity too much to just go off and die somewhere. When he goes out, it will probably be by ramming and sinking Windward Passage or something. The corpse in question, which at this writing was still floating around (so watch where you're going), was identified as a Gray Whale. Scientoids plan to do an autopsy if it comes ashore inside the Bay — a job we wouldn't want for all the tea in China.



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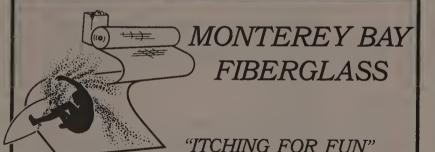
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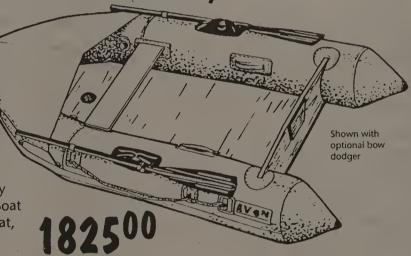
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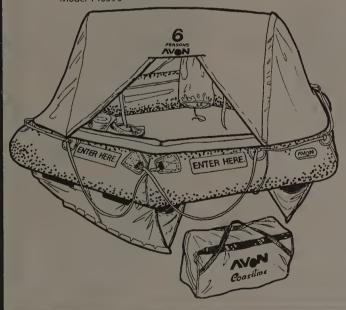
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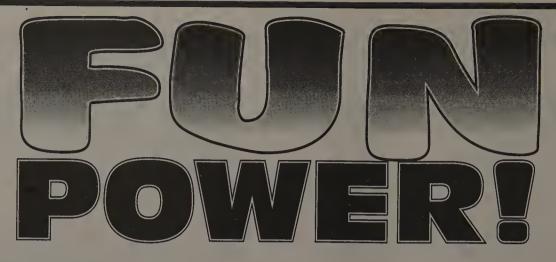
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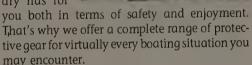
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water quality tests coming to richardson bay

We're not sure if it's a coincidence or a case of great minds thinking alike, but right about the time Latitude began soliciting Sausalito boatowners to send in \$10 each so we could fund water quality tests to get the facts about fecal pollution in Richardson Bay marinas, Robin Sweeney, Director of the Richardson Bay Regional Agency (RBRA — a five-city governmental agency that administers Richardson Bay), and Richardson Bay Harbormaster Andy Anderson, got to thinking that that's just what was needed, too.

No authoritative water quality studies have been done on Richardson Bay since 1981, so despite rampant speculation to the contrary, nobody really knows whether Richardson Bay and its marina waters are polluted or not.

The good news is that, starting on May 15, such water quality tests will be conducted. If you're like us here at *Latitude*, you'll be delighted that we're finally going to replace the speculations with facts. A second set of tests will be conducted starting on May 15 of next year.

Each series of tests will cost approximately \$15,000. That's far in excess of the approximately \$2,750 we collected, so it's fortunate a 'sugardaddy' of sorts came along. (You'll read about that in a minute.) So while we recreational sailors may not be the primary funders of the water quality studies, it looks like we'll nonetheless be significant contributors. There's a lot of background on this, so allow us to set the stage.

Apparently, much of the recent negative publicity about Richardson Bay water quality started when some members of Sausalito's Floating Homes Association wrote the Regional Water Quality Control Board (RWQCB) to complain that numerous boaters and/or houseboaters in the Gates Co-op, which is located in Waldo Point Marina, were pooping into Richardson Bay on a regular basis. It's not completely clear what the primary motive of the Floating Homes Association was: clean water in Richardson Bay or to get rid of what many FHA members, whose houseboats are for the most part sewered and upscale, consider to be derelict and somewhat undesirable neighbors in the Gates Co-op.

(In a separate matter, the Bay Conservation & Development Commission [BCDC] has filed suit against the Gates Co-op alleging misuse of state lands because there are more Gates houseboats in Waldo Point Marina than permitted by BCDC. That trial is set for June.)

In any event, the FHA's complaints caught the attention of the RWQCB, a formidable state agency that has the power to levy heavy fines. Twice during the last 12 months, RWQCB instructed RBRA to come up with a plan to prevent the pollution of Richardson Bay and otherwise improve the water quality.

Director Sweeney is the first to admit that RBRA hasn't really gotten around to a plan for a couple of reasons: 1) They have very limited resources and just one part-time employee. And 2) They've had to deal with a whole host of other Richardson Bay problems that have been festering for seemingly ages. Their biggest job in recent years has been trying to clear Richardson Bay of what have been ruled illegal anchor-outs, the partial solution of which has already cost in the neighborhood of \$150,000.

Be that as it may, RWQCB called a meeting on March 20 to see what plan RBRA had come up with. If there was no plan, RWQCB was talking about injunctions and fines.

At the meeting, Sweeney told RWQCB officials the situation and how RBRA hoped to handle it. As Sweeney explains it, the 2,000-some vessels on Richardson Bay can more less be broken down into five categories, each having a little different status and solution vis a vis fecal pollution. The categories are as follows:

1. The conforming anchor-outs, of which there are slightly more than 40. These are the vessel owners who, in return for agreeing to leave in two years, have installed holding tanks and conformed to other requirements set by RBRA. The RWQCB seemed satisfied with this temporary situation. (Whether these anchor-outs will actually leave in two years is a whole different question. Many think there will be legal and other battles before they're gone. It should also be noted that BCDC does not recognize the two-year agreement between these anchor-outs, RBRA and the city of Sausalito.)

2. The conforming anchor-outs who signed up for the two-year agreement but have yet to conform to RBRA requirements. There are about 20 who fit into this category. While Sweeney is a longtime sailor and boatowner, and

cont'd next sightings page

gone — but soon to

The working title is simply Wind. The movie, a joint Japanese/American project, "is an outdoor adventure set against the backdrop of the America's Cup," according to publicist Dick Brooks. As the credits roll by, we notice Cliff Robertson, Matthew Modine, Jennifer Grey and Rebecca Miller in starring roles; Carroll Ballard (Black Stallion) directing; and writing by Rudy Wurlitzer, Roger Vaughan and — Kimball Livingston!

Yes, the San Francisco Chronicle's well-known sailing writer is on board for this bit of celluloid magic, which we take as a good sign indeed — hasn't it been glaringly evident that the vast majority of movies 'set



return — with the wind

against a backdrop of sailing are made by people who know little or nothing about it? But not this one. In addition to Livingston, Wind co-writer Roger Vaughan and director Ballard are intimate with the sport. Vaughan, editor of The Yacht, is perhaps best known as the author of Grand Gesture, a book many consider the best ever written on the America's Cup. Ballard is an ex-Folkboater who now sails a Garden Porpoise.

"I got into it through (co-producer) Tom Luddy, whom I met in France a few years ago," says Livingston. Initially engaged as a consultant, he and Vaughan saw a couple of cont'd center of next sightings page

water tests — cont'd

thus sympathetic to mariners, she nonetheless says that time will soon run out for the non-conforming anchor-outs. "There is no alternative, those vessels must be removed from Richardson Bay within six to 12 months." RWQCB seemed satisfied with the progress of this group, too.

3. The houseboats with sewer hook-ups. The RWQCB is satisfied with this situation, except for those cases in which sewage lines leak or where the system is not being used.

4. Houseboats not connected to sewer hook-ups. The situation with these vessels is complicated by the BCDC lawsuit. Sweeney wanted 120 days to work out some sort of interim solution, but RWQCB was adamant about a 90-day deadline. Members of RWQCB, however, planned to make an on-sight inspection in late March to better understand the situation.

5. 'Recreational boats' in the marinas. Sweeney told RWQCB that what fecal pollution comes from these sources can hopefully be eliminated through

cont'd next sightings page



water tests — cont'd

education. The RWQCB was at least temporarily satisfied. If the upcoming water samples indicate that everyone is pooping in the marinas, however, we can all expect RWQCB to come down hard on recreational boats.

Sweeney then told the members of the RWQCB that water tests were needed, but that RBRA didn't have the \$15,000 needed to fund them. The RWQCB meeting chairwoman responded by saying that she hoped Sweeney wasn't asking for money. Fortunately, Steve Richey, Executive Director of RWQCB, intervened to say that RWQCB did in fact have a little extra money and would put up \$10,000 of the \$15,000 necessary to pay for a water quality study this year and another next year.

This was music to Sweeney's ears. "I was delighted!" she says. As requested by Latitude 38, Sweeney then told the RWQCB that concerned recreational boatowners — meaning you folks who contributed money to the water quality test fund — had close to \$3,000 that we'd be prepared to commit to the study.

And that's exactly what we plan to do. The more we've looked into the matter, the more we've decided that \$3,000 isn't going to pay for any study that's going to carry much weight with government agencies on its own. By joining forces with RBRA and RWQCB, we'll get two things we want: 1) A professional study that will be accepted as valid by both agencies. And 2) Some credibility and publicity for what we really are: genuinely concerned citizens, as opposed to the common perception of uncaring and wanton polluters. We intend to raise another \$3,000 next year to help pay for part of that study, too.

It's our understanding that a lot of other individuals and agencies will be interested in the results of the study, too. These include Dennis Brown, head of the Marin County Health Department, who once seemed to favor sealing all throughhulls; and Marin County Supervisor Al Aramburu, who has often appeared to oppose boater interests on waterfront issues.

And now for the potentially bad news. Apparently, RWQCB wants Richardson Bay to meet state standards for both water contact and the much more stringent levels set for the harvesting of shellfish. Sweeney hopes to get RWQCB over to Sausalito to get a firsthand look at the situation. Then let's see what the results are and go from there.

In any event, the important thing for mariners, particularly those in marinas, is not to shit in the water. Use sewer hookups of shoreside facilities. First of all, because it's the right thing to do, and secondly, because if those tests show that recreational boaters are pooping in the marinas, things are really going to get tough. We already have the BCDC making life as difficult as possible for boat owners and the marine industry; if they're joined by another very powerful agency like RWQCB, life could get very hard on the waterfront. Almost certainly there would be renewed calls for sealed throughulls, periodic inspections and stiff anti-liveaboard measures. You can count on it.

So please folks, don't shit in your marina or your Bay. It's not right and it's definitely not in your self-interest. And remember, friends don't let friends poop in marinas or the Bay, either.

Next time, how the testing is conducted.

the truth about boat shows

Pssst. Hey. You. Yeah, you. C'mere. You want to know a secret? Well, put your ear down real close to the page, and we'll let you in on one of the best kept ones around: All boat shows are not created equal. Some are better than others. And the best one of all? The Spring In-the-Water Boat Show over at Marina Village.

'Course if anybody asks how you found this out, you never heard of Latitude 38 — right?

Oh sure. Judging by the paper trail, it's easy to think every boat show is going to out-draw the second coming. But as far as we're concerned, a boat show without water makes about as much sense as coffee without caffeine—it just ain't the real thing.

At least some of you out there must already know all this, because NCMA's In-The-Water Show over at Marina Village in Alameda always has the most cont'd next sightings page

wind

scripts come and go — oh, sorry, we mean "watched the writing staff evolve" — until day they were the writing staff. The two spent from June to December of last year grinding out the script that eventually got the go-ahead for production. In de rigueur Hollywood style, third writer Rudy Wurlitzer is the 'script doctor' — the guy who injects 'light air' parts of the storyline with the proper dose of drama.

Another name you'll recognize is Peter Gilmour. The Australian skipper of the defending 12-Meter Kookaburra in the 1987 America's Cup, Peter was hired on to supply the 'navy' necessary for making the movie.



- cont'd

This includes the 12-Meters Kookaburra I, II and III, and two of three America II boats from the '87 New York YC syndicate of the same name. And speaking of the '87 America's Cup, the crew has returned to the scene of the crime: Gage Roads, Fremantle, Australia for some authentic on-the-water sailing footage. (If the infamous Fremantle doctor — a 25 to 30-knot sou'wester — is 'in', the boats could upstage the human element as effectively as they did in the '87 Cup races.) At the end of May, the crew moves to Newport, Rhode Island to complete filming. If all goes as planned, Wind will cont'd center of next sightings page

boat show — cont'd

boats, the best booths, the coolest speakers and, hey, the biggest 'gate' (as in paying customers) of any Bay Area boat show. Why? Because the boats are in the water where they belong.

This year's show on April 20 through 28 is no exception. There are going to be more than 300 boats on display for watersports people of every ilk. However, unless you're into fish killing, horsepower or metalflake, only a few dozen will really matter. We're speaking of course of the chariots of the gods — sailboats. Among manufacturers represented will be Catalina, Jeanneau, Hunter, Beneteau, Valiant, Pearson and J/Boats. In fact, one of the three must-see boats is the new J/39, makes its west coast premier at the show.

Another is the brand new Farr two-tonner *Bravura*. The fourth of Irv Loube's dark-hulled beauties to wear the name, this latest 45-footer was built expressly to round out the American team at the next Admiral's Cup. (See Race Notes for more). Don't be so pagan as to think you'll get to climb around

cont'd next sightings page



boat show — cont'd

on it, but if you've never seen a state of the art grand prix racing machine up close and personal, here's your chance.

A may-show (arrangements had not been firmed up at presstime) is Greg Ketterman with his wild tri-foiler. The only other one of these fast and fragile craft in existence will be up on Bodega Bay during the show, where owner/driver Russell Long will be trying to pierce sailing's mythical 50 mph barrier. Long, whom we featured in an in-depth interview in the March issue, already holds the title of fastest sailor in the world. Last October, sailing the same boat, Longshot, he hit 37.18 knots.

Back on terra firma, in this case under the big top, there'll be booths to tempt and delight every type of sailor. And shows offer the perfect opportunity to ask all those questions you've thought are too simplistic or silly for a real-world trip to the sailmaker or electronics store. What's the big deal about fully battened mains? What's the big deal about GPS? What the heck is GPS? In addition to getting some answers at the electronics booths, be sure to check out the Coast Guard booth. Getting downright gregarious in their old age (the 'Guard turned 100 last year) the Coasties will have a display highlighting the strengths and weaknesses of electronic navigation systems like GPS, SATNAV, LORAN and even Omega. One of the beauties of boat shows is that there are no stupid questions. Ask anything you want, no matter how basic. As a favorite professor used to say, "If there are no questions, there are no answers."

And speaking about basic, the theme of this year's show is "Boating, Start to Finish." That means you can finally bring that curious neighbor or friend without him or her feeling totally out of place. If you wait until the weekend, there will be seminars between 1 and 2 p.m. on both Saturdays and Sundays of the show on how to get into boating — both power and sail. Other seminars include the old standbys: cooking, fishing and fashion shows featuring all types of sailing duds from foulies on down.

The show will run weekdays from noon to 7 p.m., Saturdays 10 to 7; and Sunday 10 to 6. Adult admission is \$6, with those under 12 getting in free (what a country!). Need to know more? Call (415) 292-3210.

And by the way, when you get to the *Latitude* booth, don't just fall to your knees and worship the ground we walk on (or, okay, spit on our shoes and insult our families). A special show deserves a special promo, so in addition to selling T-shirts in all the current flavors, we'll raffle off some really *useful* stuff. As for what, you'll just have to come on down and find out.

If we told you all our secrets, you wouldn't respect us in the morning.

checklist for spring

"A boat that has been blasted by wind, snow, sleet or icy rain all winter long needs a little tender loving care," states (rather obviously) a press release from BOAT/U.S. entitled Fitting Out for Spring.

Well, maybe if the vessel is from BOAT's neck of the woods (Alexandria, Virginia). Out here, with California heading into its fifth year of drought, the only way to tell summer's even over is that along about October, the wind changes direction and strength. Californians not only keep sailing through the winter, we suspect with all the racing, cruising and sail instruction going on, there might even be *more* folks out on the water than during the summer! With due respect to Mark Twain, one of the warmest summers we spent was this past winter in San Francisco.

Anyway, whether your boat's been sitting, sailing or weathering those arctic blasts, a number of BOAT/U.S.'s "spring maintenance" tips bear repeating. Here's a selection of their recommendations along with a few of ours.

Hull

* If you're planning a spring haulout (a good idea, and with most boatyards charging winter rates through April, a bargain, too), inspect and lubricate seacocks. Pay particular attention to that one (on every boat there's at least one) that's been neglected for so many years it may as well now be a single casting. If it's a quality one, built of bronze, even it will respond to a cont'd next sightings page

wind

breeze into theaters by Christmas.

NOTE: Just before presstime, filming was temporarily halted when one of the Peter Gilmour-driven 12s ran down a chase boat, seriously injuring the two stuntmen aboard. Yes, it sounds unlikely: in anything but gale conditions, being unable to avoid a 12-Meter is like being run down by a glacier. Well, it



- cont'd

turns out the chase boat was anchored. Apparently, Gilmour was crouched low in the cockpit of the big boat so as to stay out of the camera shot. When it came time to duck the camera boat, he simply didn't see the small chase boat and — whammo! Definitely not a g'day.

spring — cont'd

good clean-up and lube — which obviously is only possible if the boat's out of the water. If you really want to go all out, replace all gate valve throughhulls (those with 'faucet' type handles) with high-quality, more failsafe — and yes, more expensive — quarter-turn valves. The latter are more dependable, it's easier to tell if they're on or off, and when they're not working you know it. When a gate valve breaks inside, many times the handle still turns like everything's fine.

cont'd next sightings page



spring — cont'd

* Inspect hull for cracks and blisters. Wax will help restore faded colors and protect the gelcoat.

Cracks, bubbling and rust streaks are signs of age in rigging, spars and fittings. Even if stainless rigging looks pretty, if it is more than five years old, chances are the swages (including lifelines) may be living on borrowed time. Our advice is to have them checked by a pro and follow his advice.

* Meathooks belong in butcher shops, not sailboats. Think about replacing any sections of wire halyards or rigging that have them. Outright, blatant

fraying requires outright, blatant replacement.

* 'Lube and Tune' turnbuckles. Remove the chafing gear (leather, tape. PVC tubes, whatever), clean up the threads with a wire brush or solvent, apply waterproof grease sparingly, adjust tension, apply new chafe gear.

* Spring is a great time to renew running rigging, even if it means just endfor-ending the halyards to eliminate chafe. If any lines are really worn, relegate them to the spare (not dockline) pile and replace them, perhaps with some modern weave of color-coded stuff.

*WD-40 time! Hit all moving parts (except winches) with it, but try not to get any on sails, lines or places lines go (such as jam cleat jaws). Pay particular attention to chronically stuck gear like jib car locks and headsail hanks.

cont'd next sightings page

the other side

A lot of folks don't know this, but in between overrunning defenseless countries. torching oil fields and getting his troops routed by superpowers, Iraqi President Saddam Hussein is a yachtsman. No kidding. He's got a fleet of boats, and we're not talking about J/24s.

At 400-feet, Al Mansur, the current presidential yacht, is the fourth largest private yacht in the world. In keeping with Hussein's character, the vessel doubles as a troop transport. Al Mansur was built in Finland in 1981, the same place and year as what for a long time had been Hussein's second largest yacht, the 269-foot Qadissiyat Saddam. That vessel, however, was sold to Saudi Arabia in the late '80s.

Another state-owned vacht, and thus plaything of the devilish dictator, is Al Qadissiya, a mere 220-footer built in Den-



of saddam

mark in 1982. Based permanently on Lake Tharthar — try saying that one out loud — this vessel is certainly the largest yacht on that body of water, wherever it might be.

If Hussein's top two yachts have been smart-bombed out of service, he could always fall back on *Albayda* and *Alshayma*, a pair of 180-footers that were also built back in the early '80s.

Given this review of the Iraqi dictator's yachts, is it not clear where he went wrong? You notice, of course, there was not a single sailboat in his floating stable. Had the man, and we use that word loosely, spent more time sailing, surely none of the misery, grief and expense of the last eight months would ever have happened. No doubt many of you can apply Hussein's hard lessons to your own lives.



spring — cont'd

* Disassemble, clean and lube all winches. Light oil only on the pawls, please. You can smear as much waterproof grease on the rollers and gears as you want. Both grease and replacement pawl sets are available at chandleries.

Engine and Related Stuff

* Check the cutlass bearing (where the prop shaft exits the boat) and rudder stuffing boxes for leakage and looseness. Please note that cutlass bearings are supposed to drip a little — at least two or three drops a minute (it keeps them cool) — so don't just wank down on that packing nut until your eyes bug out. It's a good way to burn up the shaft.

* Check and replace zincs. If you don't know where or what these are, take heart: Scrap iron is fetching a pretty penny these days. If you do know, why not cultivate the habit of simply replacing all zincs (including shaft zincs) every year. They're inexpensive and available at chandleries and engine dealers.

* Inspect fuel lines and exhaust systems for leaks. And on gasoline engines especially, don't put off fixing them.

* Check the condition of all belts, and replace any that look cracked or frayed. While you're at it, buy two — a spare belt is something you should always have aboard.

* Check, replenish or completely change the engine oil and filter. On most sailboats, this is such an incredibly slow and messy job — not to mention what the heck you're supposed to do with the old oil once you get it out — that we recommend having it done at the fuel dock. It's quick, clean and well worth the few extra bucks.

Hoses

* Check all hoses for signs of wear or age: rot, stiffness, cracking, swelling and chafe are all telltale signs — and those are just the ones we noticed in the mirror this morning. Seriously, replace any which show age or wear, or about which you have any doubt.

* Inspect all hose clamps and replace as necessary. And here's one place not to scrimp. We once crewed on a \$200,000 yacht that almost sank because a 59-cent hose clamp rusted through and broke, allowing a hose to pop off the raw water intake throughhull. Had we not gone into the engine room on another errand, you'd long ago have read one heck of a sinking-at-sea story.

* In fact, if it's not this way already aboard your boat, double hose-clamp both ends of all hoses. If you're really a tightwad — or like living life on the edge, at least double-clamp anything carrying fuel, water or exhaust.

Electrical

* Wire brush battery terminals (auto parts stores sell little tools made expressly for doing this for about \$5) and top the cells off if necessary — with distilled water only.

* Inspect and where necessary clean and tighten electrical connections, especially those at both ends of the battery cables. (Contact cleaner, available at electrical supply stores, is great for removing any gooeyness around electrical connections. It cleans, displaces the moisture and then evaporates, leaving no residue.)

Miscellaneous

*Heed Latitude Rule 41: "Make it a point to inspect extra carefully systems that can blow up or sink your boat." This includes bilge blower lines, stove plumbing, and bilge pump lines, connections and operation. If you haven't checked head and holding tank plumbing yet, might as well include that in this category — if either of those spring a leak, you'll wish your boat would blow up or sink.

* Replace outdated flares, but keep the old ones aboard as spares.

* Inspect and fill fire extinguishers as necessary.

* Inspect all battery powered stuff — flashlights, MOB strobe, EPIRB, etc.

— and repower as necessary.

* Even mooring and docklines need maintenance. We've received numerous calls from harbormasters over the years informing us of broken docklines. (Just between the two of us, the only thing more embarrassing would be finding a photo of a beached boat — such as the one here — being used as an object lesson in a popular sailing magazine. And then realizing it was ours. Wouldn't that be mortifying as hell?) Since most of our docklines are

cont'd next sightings page

spring — cont'd

— excuse us, were — old sheets, we can say with some authority that old sheets make 'sheety' docklines, mon. Good old thick nylon braid or three-strand is best, supplemented by good chafing gear and shock absorbers.

*We saved the worst for last, the two most dreaded words in the history of maritime endeavors — FLAPPER VALVE. Or are you so new to sailing that you haven't had to disassemble a plugged (and usually full) head because the G_D_ flapper valve (or on some heads, the 'joker' valve) got so petrified with crap that it stopped working? Well, if you have any doubts, better to do it now than when you absolutely have to, which always occurs when you least want to. If your head is working okay, squirt a little dishwashing liquid or veggie oil in the head every month or so to keep things lubed and flexible.

* Not to be sexist macho pigs or anything, but we always thought it was an ideal arrangement to have our wife do spring cleaning on the old boat while we performed the above maintenance. Our first wife, that is. But she left us in 1986, so proceed with this suggestion at your own risk.

If you're a complete disaster with anything more mechanical than a can opener, or if you just don't want to screw with it, there are any number of able and willing individuals you can hire to perform the above checks and fixes for cont'd next sightings page

'bimbo'

"Emotionally bankrupt." That's how Michael Burkett felt after receiving the call every boat owner dreads. Early on March 3, the Alameda Marina harbormaster phoned to say Mike's boat had caught on fire.

He imagined the worst. Bimbo (ex-Wild Turkey) is a late-'70s Farr one-tonner — a slightly newer sistership of Petard and Sweet Okole — built in New Zealand of three laminates of cold-molded kauri. Such construction made Bimbo strong as a battleship, but once that resin-impregnated wood reached flashpoint, she'd go up like a Roman candle.

Fortunately (especially since he'd let his insurance lapse), the fire was put out quickly and the damage was limited mostly to non-structural cosmetics. Another bit of luck was that the interior had been undergoing restoration and was therefore stripped of all accoutrements. All the electronics, cushions,



burns

sails and so forth were safe in Burkett's garage. The new mast was out of the boat as well. A survey later that day revealed the hull was okay, with the major area of damage involving a small area of the deck and the main cabin top, both of which will need to be replaced.

But probably not by Mike.

"I'm still in denial when I walk below," he said two weeks after the fact. Over the nine years he's owned the boat, he's been slowly bringing it back to the glory it enjoyed in the late '70s when, among other things, it took a third in the '78 Big Boat Series. That's included the new rig, a new engine, and improvements like a relocated and enlarged nav station and conversion to an 'open' transom. Along the way, Mike has endured many setbacks - like the bad batch of cont'd center of next sightings page



spring — cont'd

you. But don't try to save money by just circumventing the whole process. In the long run, it will come back to haunt — and cost — you.

If, on the other hand, you have a black thumb (the mechanical equivalent to a gardener's green one), be the first one to open a sail-in Jiffy Lube that will do all of the above in 10 minutes for \$29.95.

And sign us up as the first customer.

let the games begin

What do Dances With Wolves and Baja Ha Ha have in common? Beyond both taking place in panoramas of great natural beauty, not a whole lot directly. Indirectly, however, the seeds for the idea of an annual gathering of the cruising clans might well have been planted years ago when we were hooked on movie Westerns. Remember 'Rendezvous'? That's when when the mountain men, the ultimate in independence and self-sufficiency, all came together once a year to party on down.

So we can't say for sure — perhaps we'd recently seen a rerun of Jeremiah Johnson — but one day back in the early '80s, it struck us how neat it would be if all the independent, self-sufficient cruisers in Mexico could also get together once a year for a week of socializing and fun. And what better time than the end of the cruising season, before everybody either goes home or goes on? And what better place than beautiful Isla Partida outside of La Paz?

Whatever the roots, Baja Ha Ha --- aka Baja Sail Week (and formerly Baja Race Week) — has become as much a part of Baja cruising as rendezvous was for the mountain men. Every year since 1983, 90 to 150 boats congregate at Partida in late March or April for a week of fun in the sun. Admittedly, most cruisers' ideas of fun are probably just a tad different than some smelly old grizzly skinner who hasn't seen a woman in 11 months - or maybe they aren't, who can say? — but we've yet to meet anybody who left Sail Week unhappy they'd come.

The 8th annual Baja Ha Ha runs from April 14-20. This will be the third year the cruisers have planned the event entirely on their own — what we originally intended — and they've done such a bang-up job the last couple years it's added a whole new dimension to the event.

The socializing is tied together with friendly competitions through the week. Traditionally, these include a race over to Isla Partida from La Paz on Monday (it's about 20 miles), with two or three additional short day races during the week. Ashore there are flipper races, chess, dominoes and vollyball tournaments, tug-of-wars, pictures-of-pets shows, you name it. For the adults only, one boat usually helms a VHF talk show that around prime time starts dipping into the double-X ratings. For the kids, a childrens's director keeps both cruiser kids and the children of Partida's Mexican fishermen (which they bring over from the mainland especially for Baja Ha-Ha) busy with games and projects. And speaking of the fishermen, about five years ago, departing Ha-Ha'ers made them a gift of some volleyballs and a net — and no one's been able to beat them since.

One thing Baja Ha Ha is not anymore is a week of drunken debauchery. Although it never was out of the bounds of good taste — at least our good taste, which may not mean much — events like the wet T-shirt contest (and our penchant for running photos of the lovely ladies who 'cheated') literally flew in the face of Mexico's strict Catholic morals. The local government is a big part of Sail Week, from granting permits to Baja's Minister of Tourism attending the opening and closing ceremonies.

So there are no more wet T-shirts or wet buns contests, and the beer tent closes at dusk every night except one — Friday is the the night of the big fish fry. Other than that, the varsity partying and debauchery is confined to the privacy of anchored boats.

If you're planning on attending this kinder and gentler Sail Week, make sure you bring everything you need to eat and wear, as Isla Partida is deserted except for small fishing encampments. The exceptions are the beer (and pop/bottled water) concession brought over from the mainland, and a limited supply of Latitude and Baja Ha-Ha T-shirts for sale or prizes. For more information, just get to Marina La Paz and ask around.

Hasta la Baja — we'll see you there!

LATITUDE/MITCH PERKINS

mother of all deliveries

What's the worst sailboat delivery you ever went on? For us, it was when we were bringing a custom C&C 38 called *Nefarious* back to Connecticut from the SORC in early April, 1976. Three of us, all college seniors free on 'spring break', spent a miserable, freezing night hove to in 60 knot winds and high seas off Norfolk, Virginia. But that's another story, and it was a long time ago.

The worst delivery in recent memory is either just over — or in some cases may be still going on — as this issue hits the docks: namely the return trip to the States from the recent Newport-Cabo Race (see story and results elsewhere in this issue). Normally, an early spring delivery up the coast is a hate mission anyway, but this one has already got a reputation as 'The Delivery from Hell'. According to *Evolution*'s Tom Priest, "It's completely ugly out there, blowing a steady 30-35 and gusting higher. Boats are holed up all along the Mexico coast."

Priest didn't quite make it back to *Evolution*'s homeport of Marina del Rey either, for that matter. Faced with 50-knot tailwinds that shifted to 35-knot headwinds almost instantaneously at Palos Verdes, he opted to leave the boat in Long Beach. Yet he considers himself lucky: "You had to be at the right place at the right time. We were holed up in Santa Maria (just north of Mag Bay), faced with a weatherfax picture that would have had us there at least a week. We decided to make a mad dash for it anyway, and along with *Silver Bullet* and the one tonner *Patriot* hit a 48 hour weather window that got us most of the way home. Everyone before and after us got the crap beat out of them!"

As we write this, much of the fleet is still stuck in Mexico, among them the 50-footer *Chayah* (ex-Springbok), which has had almost everything go wrong, including a blown transmission. (Some boats with perfectly good motors, such as the Express 37 *Blade Runner*, are simply unable to power into the strong headwinds and have pulled into Turtle Bay.) *Persephone* is in Cedros, supposedly nursing their rig every inch of the trip. *Allure* reportedly went to San Diego, and her beat-up crew just left the boat there. *Amante* apparently lost her headstay, but the crew saved the rig — and so the stories go. We suspect we haven't heard the half of it.

And it's not just the racers that are getting beat up: the monster catamaran Double Bullet — which had sailed unofficially in the PV Race — had the most hateful delivery of all. After returning to Cabo twice because of gear failure and poor weather, they got as far as Mag Bay before dismasting — only to find their fuel was contaminated, rendering their engine unreliable at best. Frankly, the trail goes cold from there and we're not sure where they are now.

We hope to have more on The Delivery From Hell in the next issue, and encourage any survivors to send in photos and tell us their tales.

gps goes to war

The Persian Gulf war provided the first big military test for the Global Positioning System (GPS). According to Science magazine, it came through with flying colors.

Even though the GPS system wasn't scheduled to be fully operational for another two years, it was used in the war "to pinpoint positions of troops and hardware, sharpen the accuracy of B-52 bombers, help guide Navy missiles to targets, steer ships and soldiers through mine fields, and let soldiers know where they were in the featureless desert" — to name just a few applications.

But using the system didn't come easy. Testing delays and procurement problems meant the military only had 4,000 GPS systems on hand when the crisis began. With no other choice, the Air Force snapped up 10,000 less rugged 'civilian units' that had been intended for mariners and scientists.

Pressing the civilian units into service had its problems. Last March the Pentagon had switched on the selective availability feature of the system, which meant the civilian units were no longer accurate to 17 meters like the military units, but to 100 meters. But with 10,000 civilian units having been pressed into military service, the Pentagon had to turn off the selective availability feature, allowing all GPS units the world over to operate with maximum accuracy.

cont'd next sightings page

'bimbo'



primer that caused the finish coat to more or less just fall off. Being among a handful of people who had prepped their own boats—and were therefore blamed for the flaking—Mike didn't 'qualify' when the paint manufacturer absorbed the costs of repainting some 1,200 yard-prepped boats statewide.

Another time, the boat sat virtually untouched for three years during which he had to devote his energies to getting a new business off the ground.

By last month, however, he could see the light at the end of the tunnel. Bimbo ("She takes a bunch of men for a lot of money and then takes them for a ride.") was no more than three months away from finally being done. Immediate plans were to get her back out on the race course with a bunch of Mike's old crew.

Now it's going to take... well, Mike doesn't rightly know how long it's going to take to fix the damage — or if he really even wants to do it himself. Several times during our conversation, he mentioned just unloading the boat for about \$20K and starting over.

liveaboard squeeze

According to a report in Morro Bay's Bay News, that city's Harbor Advisory Board under pressure from the state — is expected

- cont'd



To add insult to injury, the fire apparently started under mysterious circumstances. Mike had not been on the boat for two days. He says he always unplugs both the main power and all individual cords, but when he looked the boat over after the fire, several cords were plugged in and litter he didn't recognize was scattered around the galley area. One of the first firemen on the scene said the bilge was "bone dry", yet the fire was initially blamed on an electrical short caused by water getting on the plug.

We don't need our Sherlock Holmes master detective kit to deduce that some unauthorized someone was apparently aboard. Right? Burkett declines comment until a forensics investigation is completed.

Like we said, Mike was pretty bummed when we talked to him, and really seemed to want out from under the boat. But we're going to play a hunch and not give out his phone number. We hope that once the shock of it all wears off, he'll change his mind. Check Classy Classifieds next month to test our intuition.

on morro bay

to approve an ordinance that will impact liveaboards and potential liveaboards litercont'd center of next sightings page

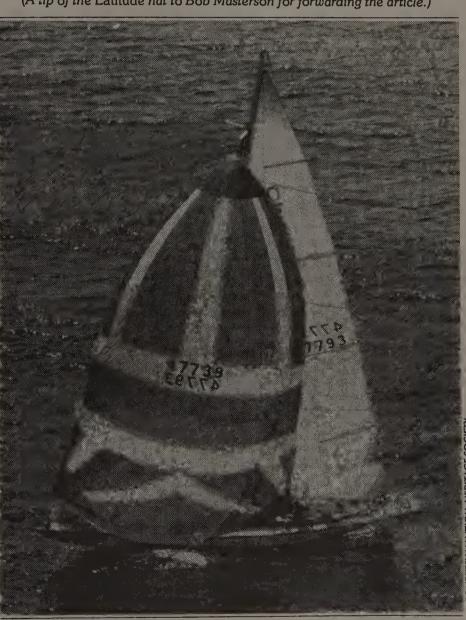
gps — cont'd

The military also faced a GPS crisis when a component on one of the original GPS satellites — still functioning six years after its predicted four-year lifespan had ended — caused it to tumble. Ground controllers discovered that if they forced it to tumble rapidly, they could get it to point its antennas at earth briefly once each day when the satellite was over the Middle East. It wasn't perfect, but it did the trick:

Despite the problems encountered with getting the system and individual units operational two years ahead of time, the military is reported to have been absolutely delighted with the system. Said the Navy's Vice Admiral Jerry Tuttle, "It will revolutionize tactics in every warfare area".

The success comes as both good and bad news to mariners. It's good news because it proves that the GPS system is every bit as good as everyone hoped it would be. It's bad news because now the military is convinced that only they should be privy to the 17-meter accuracy, meaning we mariners will be stuck with 100-meter accuracy.

Now the only question is, when can we expect those 10,000 sub-military-standard units to start flooding the used or surplus market? Soon, we hope. (A tip of the Latitude hat to Bob Masterson for forwarding the article.)



'Virginia' off Southern California.

'virginia' gets recognized

With the academy awards still fresh in everyone's minds, it's tempting to call recognition by the National Registry of Historic Vessels 'yachting's equivalent to the Oscar'. But it would be a tenuous analogy. To be eligible for cont'd next sightings page

'virginia' — cont'd

the latter, it's necessary for a vessel to have been associated with events and people that have made a significant contribution to our nation's history, as well as to exemplify "distinctive characteristics of type, period, design and method of construction." So it's more like a hall of fame. Members include such famous ships as the frigate U.S.S. Constitution, submarine Nautilus, and most of the historic ships at our own Hyde Street Pier including the iron square-rigger Balclutha.

The 78-year-old sloop Virginia recently joined that hall of fame. And talk about elite of the elite: Of the 170 vessels that have been recognized at this level, only three are yachts, and only one — Virginia — is a west coast boat.

At 44 feet, Virginia was built in New York in 1913 as a Q-class racing yacht under the Universal Rule. This rating rule had been established 10 years before by the New York Yacht Club (mainly as a way to get America's Cup class boats down to more manageable dimensions). Letter designations were given to the five classes. In ascending order of size, they were R, Q, P, M and J, with the latter being the largest class racing yachts ever built.

Virginia enjoyed — and continues to enjoy — a long racing career. To date cont'd next sightings page

morro bay

ally where they live. If passed, the ordinance will require that people who live on their boats for more than four consecutive days obtain a \$250 permit and install "a marine sanitation device suitable to prevent discharge directly into the estuary".

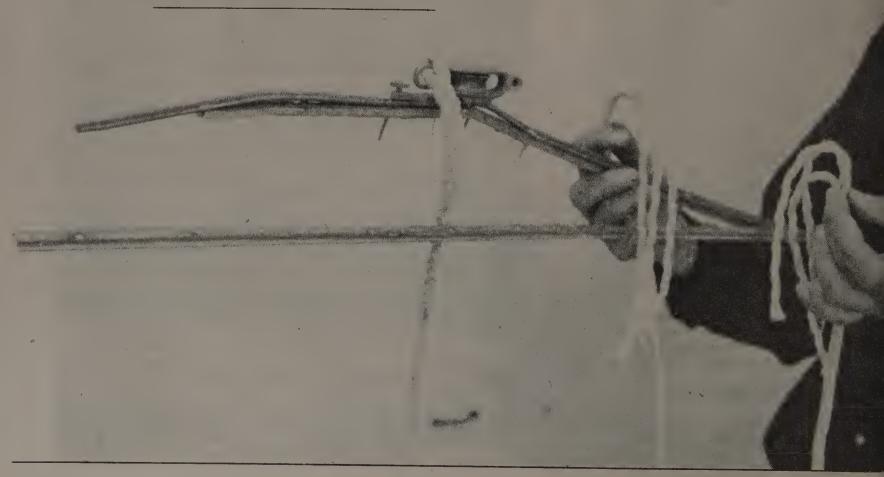
Under the new ordinance, the city would initially grant permits to some 60 liveaboards. As the permits were retired, that number would eventually drop to 15, a number that was part of a compromise with

napa st. pier

San Francisco has the Embarcadero Freeway, Sausalito has the Napa Street Pier. Though the City's project got all the press, the 'old' versions of both these earthquake-



Phil Graf (spread) with the damage and (above) the solution.



— cont'd

the State Lands Commission. In other words, if you don't get a liveaboard permit for Morro Bay now, chances are you never will.

The basis for the ordinance is the familiar "the waters are public property that the city is managing for the state, and residential use is not a permitted use of public lands". Morro Bay is also under pressure from the Water Quality Control Board to reduce pollution by requiring self-contained marine sanitation devices.

— out with the old

damaged structures went under the wreckers ball in February and March. Not long after you read this, both will be little more than



'virginia' — cont'd

she has won more than 50 major cups and awards from the Great Lakes and Atlantic Seaboard to Puget Sound and Southern California.

Her last private owner, San Diego attorney Bill McCarty, donated the boat to Orange County's Nautical Heritage Society (the same people who run the tallship *Californian*) in 1984, and the boat has been undergoing restoration ever since. Today, the lissome sloop is based in Dana Point, dividing her time between sail training and racing — under skipper Daniel Heagney, a first in the Ancient Mariner Class in last year's Ensenada race was only one of a half dozen more pickle dishes 'Ginny took home in 1990.

object lesson of the month

A few weeks ago, Phil Graf showed up at our office with a mangled piece of boat. When he told us how it got that way — during a singlehanded excursion out on the Bay aboard the classic 50-ft Rhodes yawl Xanadu on the windy Saturday of March 2 — we raised an eyebrow. This didn't look smart. We knew it. He knew it. When he actually let us photograph the mess, both eyebrows went up. Could this be the same Phil Graf we knew to be a charter and delivery skipper with a 100-ton Master's license? Who has been a paid consultant and/or volunteer for the San Francisco Maritime Museum, tallships Californian, Pride of Baltimore and Spirit of Massachusetts among others? And who has been accused of being one of the saltiest Master Mariners this side of Long John Silver? "Guilty," he said. The ensuing conversation was based on what Phil referred to as "ego-induced stupidity compounded by poor seamanship." We assured him that it would be okay for him to look dumb if it would help prevent other readers from pulling such a stup... uh, we mean, from incurring similar damage. It went something like this.

L38: Why were you out by yourself?

Phil: Well, I've actually been waiting for an opportunity like this. People often ask me how many crew it takes to sail a big boat like *Xanadu*, and I always say, "At least one." So when this weather started to blow in, I figured it was time to put up or shut up. I've always felt that anyone with reasonable experience should be able to handle their boat by themselves. I wanted to see if *Xanadu* was too large for me to handle in heavy winds.

L38: So this wasn't your first time singlehanding?

Phil: No, of course not. But usually when you singlehand a vessel of any size, it's because you can't find crew, you're delivering or motorsailing, and you pick nice weather. I've done that often with lots of different boats, including this one.

L38: Isn't it a bit risky to drive around in a boat that normally requires a somewhat larger crew?

Phil: Sure. The margin for error is smaller. But I actually do follow some commonsense rules, with or without crew aboard. I always wear a lifejacket, harness or both. I figure the only thing worse than a 50-ft yawl with a nutcase at the controls is a 50-ft yawl with *nobody* at the wheel after the nutcase has fallen overboard.

L38: Right! So what's the verdict? Can you singlehand the boat?

Phil: Yes, but only with a huge expenditure of effort in that kind of breeze. I saw 20-plus on the windspeed — when I had time to look — and I think the gusts were around 30. I wasn't out in the 40 and 50-knot stuff that came later.

It was exhilarating for a while, but not something I'd want to do all day long in those conditions. And long distance singlehanded racing? Forget it. You have to sleep sometime, which means there's no way a singlehander can meet a very basic rule of the road: keep a good lookout. I know they'll hate me for saying this, but I think the long-distance singlehanders are crazy as hell.

L38: So how did you go about customizing this... this... what is this thing anyway?

Phil: It used to be the track for my main topping lift. And there's an object lesson in here somewhere, I think, something along the lines of 'practicing what you preach'. What happened was, although I noticed the tag line on the topping lift block wasn't properly coiled, and was dragging on the cabin top, I just let it hang. I don't remember if I was distracted or just lazy. In more moderate conditions it would be no big deal, just sloppy seamanship. In higher winds, lines tend to whip around and get snarled up with other lines, which

cont'd next sightings page

object lesson — cont'd

this one did with the windward jib sheet — that, I didn't notice. So the result of being a little lazy was all this stuff getting magnificently ripped off the boom when I tacked: track, spacer, cleat — everything except the last few feet of

AMSS TRANSPAC

Xanadu is one of two Northern California boats planning to take part in the Classic Yacht TransPac from San Diego to Maui this June. (The other is Jeff Rutherford's Richmond-based Bright Star.) The race is sponsored by the Ancient Mariners Sailing Society, the San Diego equivalent to our own Master Mariners.

Putting together a race of this magnitude takes on the strategic implications of an Apollo lunar mission — not to mention big bucks. To make it happen, the race syndicate has broken the trip down to the race and several 'sub-syndicates'. One group will take the boat to San Diego; another will do the race; a third will cruise around the islands for a few weeks; another will sail the boat home (probably by way of Vancouver); etc. "The idea is that no one person has to take too much time off all at once," says Phil.

Several berths still need to be filled before. Xanadu gets an official green light from her sailing master. Although experience counts for a lot, Phil will consider enthusiastic amateurs—non-smokers only—and has let it be known that he's interested in taking a junior trainee or two. "That would need some sponsorship, but it'd be a great life experience for a deserving kid," he says. If you've always wanted to do a TransPac, this could be the ticket. For more information, contact Phil Graf at (707) 823-9059.

track, which held tight. Ever see a cleat, complete with screws, suspended in mid air where no cleat is supposed to be?

L38: Can't say we have.

Phil: Me either. And I didn't care for the picture. The jib was backed, which makes it easier to tack the boat shorthanded. So I couldn't tack back, nor could I ease the sheet for fear of compounding the damage. But I was going to jibe if I didn't do something fast.

L38: Sounds like a typical day on our boat...

Phil: Well, fortunately, I hadn't ignored the rule after "Thou shalt keep thy lines coiled", which is "Thou shalt carry a sharp knife at all times." Keep your lines coiled! Carry a sharp knife! (At this point, Phil flicked open a small knife with a wicked looking serrated blade.)

L38: Geez. That's quick enough. What kind is it, anyway?

Phil: A Spyderco Mariner. It's a great little sailing knife. Most pocket types are too stiff, and take two hands to open. And with a big, pirate-style sheath knife on your belt,

people ashore look at you funny. This one has a belt clip. It's unobtrusive, yet very handy. That's an important point, in my opinion, 'cause your average Bay sailor would be lucky to find a sharp knife buried in a galley drawer somewhere. It's not great for every type of use, but for quick work on a line. . . It's pricey, too — about \$80 at most chandleries — but I figure I made that back with the first cut last Saturday.

L38: Kind of like, 'The kindest cut of all'.

Phil: If you say so. I'll leave the proper moralizing to you guys.

short sightings

HYDE STREET PIER — Opening Day on the Bay will also signal the grand opening of the newly expanded (and relocated) Maritime Store on historic Hyde Street Pier. As part of the celebration, all items in the store except select sale books will be discounted 10% on April 27 and 28, and visitors will be serenaded by the Sea Chantey Singers from noon on. The 'new' Maritime Store, which has as its backdrop one of the biggest fleets of historic ships anywhere in the world, will feature an expanded selection of maritime and sailing books (including an extensive childrens' section), nautical prints, posters, videos, chantey tapes and gift items. New items include model ship kits and books-on-tape selections like Melville's Moby Dick and Sailing Alone Around the World, by Joshua Slocum. Hours are 9:30 to 5 every day. Check it out — along with the rest of the Pier. You heathens need all the culture you can get.

napa st. pier

footnotes in the colorful histories of their respective Bay Area cities.

You've probably heard and read more than you ever wanted to about the Embarcadero, so we'll close the analogizing here. Being sailors, what we're really interested in was what, if anything, will be built to replace the Napa St. Pier. Conceptual plans have even included — miracle of miracles — dockspace for visiting yachts!

But first, a eulogy.

The old pier started out as little more than a small fishing structure built in the '30s. Over the years, it grew in size and purpose,



- cont'd

eventually jutting out 750 feet into Richardson Bay and becoming home for up to 40 mostly liveaboard boats. Although the Pier weathered many storms over the years — both the natural kind and storms of protest from the city and community — it was finally done in, or at least irreparably damaged and condemned, by the Loma Prieta earthquake of two years ago.

The city fathers envisioned an exciting replacement. The original plans designated some 240 feet of the 800-ft new pier as daytime dockage for visiting boats, along cont'd center of next sightings page

short sightings — cont'd

WASHINGTON — Democracy may not be the best system in the universe, but it'll certainly do until something better comes along. Due to the hue and cry from boaters all over the country, it looks as though HR 534 — the infamous 'user fee' bill snuck through the last minute for the '91 budget — has about as much chance of surviving the summer as Saddam Hussein's government. Fortunately, the number of congressional co-sponsors of a proposed bill to repeal HR 534 has doubled in the past two months to 104, including the following eight from the Golden State: Christopher Cox, Duke Cunningham, John Doolittle, Elton Gallegly, Wally Herger, Robert Lagomarsino, Ron Packard and Dana Rohrbacher. We pay them the highest compliment by saying they listened to the people. Boating watchdog groups stress that though the tide has turned, the battle is far from over. They urge everyone to write their Congressional representatives and ask them to repeal cont'd next sightings page



short sightings — cont'd

this flawed law. If not, we're all looking at paying an additional \$25 to \$100 a year apiece just to own our boats. Want the name of your representative(s)? BOAT/U.S.'s Government affairs office can give it to you at (704) 461-2864.

PIERS 24 AND 26, SAN FRANCISCO - Well, we knew an international sailing center built atop the long dilapidated Piers 24 and 26 (under the SF end of the Bay Bridge) was probably too good to be true. And sure enough, the \$52 million project proposed by the Koll Construction Company last year, accepted by the San Francisco Port Commission and supported by everyone from the BCDC to the San Francisco Chamber of Commerce to the Bay Area sailing community — was withdrawn by Koll president Richard Poque last month. The reason: The hotel included as part of the plan aroused so much controversy by being — horror of horrors — "on the water" that it brought about Proposition H on the last ballot. San Francisco voters defeated 'H', of course. Apparently, they prefer the junky, rotting old piers — one of the great eyesores of the Bay — to employing hundreds of people, cleaning up the area, raking in an estimated \$500,000 in yearly revenues, giving San Francisco the International Sailing Center it is so sorely lacking — and of course having to look at - if the artists' renditions were any indication what would have been one of the prettiest hotels in the City. Further, had any voters bothered to look at the plan, they would have noted that the hotel was no more intrusive on any 'Bay view' than the eyesore old warehouse that is there now. If our bias is still unclear - yeah, we know, spilt milk, but we're still going to say it — we think the Koll plan could have been the best thing to happen to the local sailing scene since the Big Boat Series. Now it's back to the drawing board, where if we're lucky a new plan might get tentative approval before the turn of the century.

LAKE TAHOE — Although the drought will likely be felt by all California boaters in one way or another this coming summer, we're reasonably sure that Lake Tahoe will be open for all normal boating activities. We say 'reasonably sure' because the 4½-foot drop in lake level does pose some problems for marinas, launch ramps and so on. But — were have we heard this one before? — there are those who feel that dredging could be environmentally undesirable. But not to worry. At this writing, the Tahoe Regional Planning Agency is poised to implement an emergency override of the debates and just do the dredging. And who can argue with their motivation: summer tourism at the lake contributes some \$21 million to Tahoe's economy every year.

SYDNEY, AUSTRALIA — What evil lurks in the hearts of men? It's become a valid, non-fiction question in endurance sailboat racing these days. And the only 'shadows' involved are those cast over such events as the '89-'90 Whitbread Round the World Race when the Soviet skipper of Fasizi committed suicide after the first leg. Now comes word that Japanese BOC singlehander Yukoh Tada also killed himself on March 8 in Sydney, apparently despondent after his poor showing in a horrendous Leg II of that around-theworld event. Tada, who was 61, "will be remembered as one of the more colorful and popular figures in BOC history," says a press release. And boldest — he won Class II honors in the '82-'83 BOC by going lower (to 62 degrees south latitude) than anybody in Leg III.

ON THE BAY — Two people died in separate accidents on the Bay in March. Except for the bizarre nature of each, the incidents were unrelated. In the first, a 50ish looking man (unidentified at our presstime) jumped off a Marin-bound commuter ferry on March 20 not long after it had departed the San Francisco Ferry terminal. Although the ferry crew executed an immediate rescue, pulling the guy out in less than 10 minutes, he was pronounced DOA after being transferred to San Francisco by the Coast Guard.

The second incident involved a sailboat. On March 6, the Coast Guard received an early-morning Mayday call from the Ericson 27 Mary Elizabeth. However, the signal was weak and the nature of the call was unknown. Nevertheless, a 41-footer was dispatched from the Horseshoe Cove station, and at 5:30 a.m. found Mary Elizabeth off Yellow Bluff with two people aboard and "a third person trailing about 10 feet behind the boat face down in the water," reports a Marin Sheriff's press statement. "He appeared to be

cont'd next sightings page

napa st. pier

with showers and restrooms ashore. Plans also took into consideration fishermen, kayakers, strollers and picnickers — the adjoining Dunphy Park was to receive new landscaping, and even a gazebo.

Well, as we've said so many times in the past few years, don't hold your breath. The gist of public meetings held in February and March was to shoot down the Dunphy Park end of the plans completely. The pier issue was referred to a Waterfront Committee for, ahem, 'further study'.

In other words, says Sausalito Harbormaster Andy Anderson, "Everyone just more



Life imitates art. Is that how that saying goes? Well, we're about as far from Ansel Adams as you can get and still use a camera, but it's not too all-fired difficult to tell what we were thinking when we snapped this shot, is it? A nice little pocket cruiser headed toward the Golden Gate, soon to break free of the bonds of land, duty and 'doing the right thing', carrying courageous sailors to far and unknown horizons with no set plans on when — or indeed, if — they'll ever return.

Okay, sure. The Norsea 27 Magic Flute was probably just out for a daysail and coincidentally happened to be pointing at the bridge when we putted by. But come on — what makes you readers think you're the only ones who cope with reality through vicarious daydreams of 'someday'?

— cont'd

or less decided, 'Let's see how that open water looks for a while."

As Latitude is 'homeported' in Sausalito, we can't help but end this little epistle with an editorial opinion: With the tremendous heritage Sausalito has as a sailing and boatbuilding community, we've always thought it's a damn shame they don't have a friendly, centralized facility for visiting boaters. For the sake of continuing that heritage, we hope whatever the Waterfront Committee decides, and however long it takes them to decide it, it will be worth what's been a long, long wait.

short sightings — cont'd

tangled in mooring lines. There were no vital signs."

The dead man was turned over to the Marin County Coroners Office. The live ones were remanded to the Marin County Sheriff's Department for questioning. At this point, the incident is still under investigation by the Marin Sheriffs and no further details are available.

WASHINGTON, D.C. — You probably didn't notice a thing, but as of Monday, March 11, responsibility for High Seas weather information for the North Pacific (us) was transferred from the Weather Service Forecast offices in Redwood City and Anchorage, Alaska, to the National Meteorological Center in the nation's capitol. It's all part of a cost-cutting consolidation of High Seas services for both the Atlantic and Pacific coasts. Coastal and offshore forecasts out to 250 miles will continue to be issued by the Redwood City and Anchorage offices.





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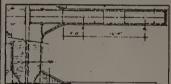
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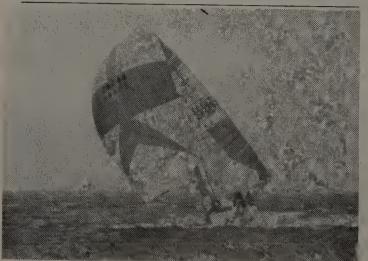
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SF CHALLENGE CUP:

St. Francis YC, 3; San Francisco YC, 2. That was the final score of the 26th annual San Francisco Challenge Cup, when the best and the brightest of these two Bay Area sailing powerhouses went at it in J/35s on the windy weekend of March 23-24. Kimo

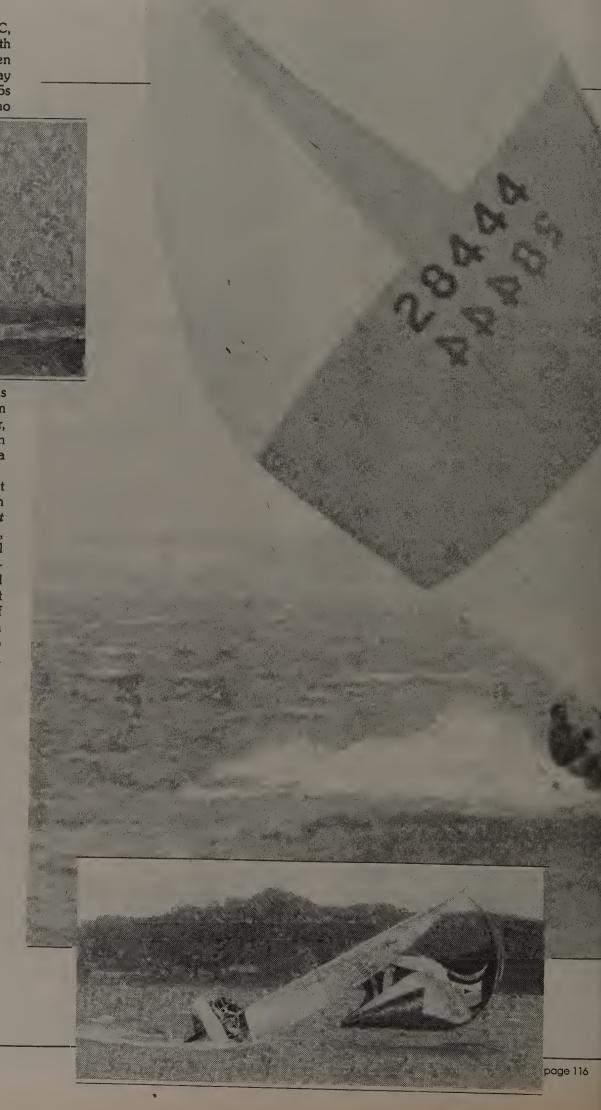


Worthington and his posse of St. Francis rockstars (tactician Craig Healy, Tom Ducharme, Billy George, Dave Gruver, Hartwell Jordan, Greg Prussia and Don Trask) prevailed in *Redline*, but it was a hard-fought battle to the end.

Sailing conditions on Saturday were a bit extreme, as these photos indicate. Both Redline and San Francisco YC's Esprit (sailed by driver/tactician Jeff Madrigali, owner Charlie Kuhn, John Andrew, Bill Barton, Greg 'Radar' Felton, Bart Hackworth, Tad Lacey and Jock MacLean) did some major crash and burns. "I'm still not sure what happened," admits Worthington of the violent leeward round-down pictured on these pages. "Maybe I was pushing a bit too hard to get down to the mark. All of a sudden — wham! The crew still hasn't forgiven me — they called me 'Bat Turn' and 'Crash' the rest of the weekend."

Madro and his warriors capitalized on Worthington's 'blowout' (and subsequent loss of a halyard up the mast), winning the first race by several minutes despite a few wicked round-ups of their own. In winds gusting over 30 knots, the race committee (Steve Taft, Duncan Kelso and Jim Taylor of the challenging StFYC; Ken Frost, Chuck Winton and Ted Gazulis of the defending SFYC; and Bob Klein of the Richmond YC as the 'referee') decided not to push their luck by starting a second race, instead sending the boats back to SFYC for the day. "Discretion was the better part of valor," claimed Taft. "Besides, neither side was up for destroying their boat."

The atmosphere at the SFYC-hosted blue blazer dinner party Saturday night was positively congenial — which, we're told,





during and after the fall. Below, equal time for Esprit ... These guys are the pros? PHOTO'S LATITUDE/RICHARE

hasn't always been the case. "The spirit of the deed of gift — 'to foster friendly competition between the clubs' — was more in evidence this year than in the past," claimed Ted Gazulis. "Maybe this was due to finally switching to a one design format, or

maybe it's due to the on-the-water judging. In the past, we used to have some really bitter all night protest hearings."

The best 3-out-of-5 battle resumed on Sunday morning at 11:30, once more down off Southampton Shoals to accommodate

the same shifty southeasterly breeze. The judges (Roger Eldridge, Bill Ryan, Jeanine Ryan and Bob Thalman) flagged Esprit at the start of races two and four — making Madro do a 270° penalty turn right after the start, effectively giving Kimo both races on the 5-mile double windward/leeward course. Esprit, however, won the third race in a squeaker, so the stage was set for the fifth and final winner-take-all race.

At that point, you could have cut the tension with a knife, so SFYC's Bill Barton took it upon himself to lighten things up. "I was drinking a Coke, leaning against a PVC tube that holds the flagstick that you signal the judges with, when the thing snapped. I did a beautiful Lloyd Bridges-type back flip into the water right in front of the race committee," laughed Barton later. "But give me some credit for not spilling the Coke— in fact, I finished it while waiting for Madro to come get me!"

The fifth race started evenly, but Redline pulled ahead on a wind sheer that Esprit never saw. Worthington and crew went on to win as the wind shifted, turning the race into a reaching parade. "It was an excellent series which either side could have won," claimed Madrigali. "Sure, I was disappointed that after all that hard work, it wasn't us — but it was still a great time."

Having perhaps the best time, however, was 10-year-old Sean Robertson, who sailed on the St. Francis team to get them up to the 1,650-pound crew weight limit. "It was kind of wet and cold, but it was the most fun sailing I've ever done," claimed the 80-pound San Rafael El Toro sailor. "I learned a lot, and they even gave me a shirt and a yacht club tie!"

What exactly did he learn, we inquired? "Well, I learned how real sailors talk," said Sean enthusiastically. "I learned lots of new words, especially on Saturday."

- latitude/rkm

1991 CREW LIST -

We can't take you guys anywhere anymore. Every time we cut a little slack, something like this happens — and we're warning you, we just won't have any more of it. Out of the kindness of our hearts, we bent our deadline by a few days to get in the last stragglers on the Cruising, Daysailing, Boat Swapping and Co-Chartering Crew List. And what do we get? A Crew List so darn big there's no room left for pontificating, sarcasm and rapier-like witticisms — in other words, our usual BS. No room for our 'Top Ten List of Reasons People Cruise', either. We even had a short two-pager on "How to Crew" all teed up — but the Crew List gobbled it up, too. Come to think of it, the office cat is also missing. Maybe we should just rename the Crew List 'Audrey II' and get out of this little shop of horrors while we can. Oh no! It's... it's alive... no, wait... AAAAHHHHHHHHH.

But seriously, folks, we better just get to it.

Everyone who's listed here already knows how this works. But you don't need to be listed here to take part in the List, and even those completely new to the concept don't need to be rocket scientists to figure out how it works. But for those of you who can't do anything without a set of directions, here's a quick rundown.

First, read and acknowledge the disclaimer at the top of the page. If we had to personally check out every person and boat, there would be no Crew List. If we had to absorb legal responsibility for anyone who might misrepresented themselves, there would be no Latitude 38. On the bright side, in the 10-odd years we've been running our twice-yearly Crew Lists, we are aware of only one potentially serious incident where someone was taken unfair advantage of.

To use the 1991 Cruising, Daysailing, Boat Swapping and Co-Chartering Crew List, all you need do is find the category or categories that apply to you and start calling people. It's as simple as that. So if you're a boat owner looking for crew for a trip to the South Seas, look under "Men to Crew — Cruising", "Women to Crew — Cruising" or "Couples to Crew — Cruising". Beside each name, in addition to an address or phone contact, are a bunch of numbers. They'll correspond to skills, experience and other talents the people have to offer — including, in this case, destinations they'd like to cruise to. Then simply call the person, talk a bit, and if you're mutually comfortable with each other over the phone, plan to 'do lunch' or, better yet, meet at our Crew Party. (More on that later.) A trial sail together is the next step, with both parties well on their ways by that time to a mutually satisfying summer of sailing and friendship.

Do's of using the Crew List: 1) Call during the hours when most people are awake; 2) Always be honest. If you aren't, it could well ruin not only your plans for the summer, but everyone else's aboard the boat. 3) Be realistic. Sailing is not all warm breeze, flat water, a cocktail in one hand and a scantily-clad babe/hunk in the other.

Don'ts of using the Crew List: 1) Whatever your sexual preferences, don't use the Crew List as a meat market. Since some of you will anyway — no folks, sex is not a normal 'requirement' to crew on any boat. 2) Don't overlook the steady hand of experience in favor of the exuberant strength of youth. The best crews include sailors from a wide range of age groups. 3) Don't give up. If the first few leads don't pan out, don't get discouraged. Persistence pays off.

Now, about the Crew List Party. By all indications, this is going to be the biggest one of these we've ever had. Which is why we've arranged to hold it in the large and lovely Corinthian YC. The date/time is Wednesday, April 3, from 6 to 9 p.m. There will be some sort of munchies—probably our usual sandwiches and chips—available, but since they go fast, you might do better to grab a bite before you come. The club will also have a no-host bar going, but again, there are going to be a lot of people there. Last year, the bar ran out of just about everything but water by about 8:30. We'll also be raffling T-shirts off through the evening, so hold onto your ticket stubs.

Although our Mexico Only Crew List (in the fall) is limited to Crew Listers, this spring party is open to everyone. All readers are invited and welcome. It's our way of saying goodbye to winter, hello to

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spring, thanks for your support and whatever other positive, nurturing connotations you care to add. Admission is \$5 per person at the door, unless you can point out your name on the Crew List in this or last month's (Racing Crew List) issues. Then you get in free. Please note that the flyers we have up at various marine outlets are not correct on the admission figures. They note either \$1 or \$5, depending on whether you're looking for crew or wanting to crew. To cover our expenses, we need to charge everybody \$5 that isn't listed in the magazine. Sorry for the mix-up.

IMPORTANT NOTE: Please, please, please have correct change at the door. The biggest complaint we hear about the crew parties is the long wait at the door. Well, it's caused by having to constantly make change for \$20 bills — and don't even think about handing over a \$100 bill. Sorry if we sound like a Caltrans bus, but to expedite things for everybody, try to have 'exact change'. Thanks, it helps a lot.

Well, 'that's about all you need to know, which is good because that's about all we have room for.

So have fun, make friends, go sailing — and dammit, behave yourselves.

- latitude/jr

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW - CRUISING

Jack Morrison, 62, (415) 457-4600, 43 Kinross Dr., San Rafael 94901 exp. 4/wants 4,5,6,7,11 (Far East/Australia/S.Africa)/offers 1,2,3,7. Scott Fisher, 38, (707) 578-8171, 1055 Hyland Dr., Santa Rosa, CA Greg Fuller, 38, (415) 383-2412, 322 Via Recodo, Mill Valley, CA 94941..... exp. 3/wants 1,2,7,10/offers 3,4,7.

Johathan Powers, 34, (408) 426-2854, P.O. Box 3425, Santa Cruz, CA 95063 exp. 3/wants 1,2,4,6/offers 1,3,4,5a.

Michael Halpern, 42, (805) 969-9827, 1430 N. Jameson Ln., Montecito, CA 93108 Travis Newcomb, 18, (415) 462-4949, 2057 Foxswallow Rd., Pleasanton, CA 94566 Matthew Dalton, 32, (415) 930-8243, 1372 Cornwall Ct., Walnut Crk., CA 94956... Brian Green, 30, (415) 775-0167, 1425 Taylor, #505, S.F., CA 94133 Irv, 35, (415) 655-1223, P.O. Box 6382, Oakland, CA 94603 ... George Thomas, 56, (916) 442-6118, P.O. Box 661384, Sacramento, CA 95866. exp 2/wants 4,6,7/offers 1,5a. Ken Ehlers, 29, (415) 364-6748, 1414A Brewster AVe., Redwood City, CA 94062 exp 2c/wants 1/offers 1,2,3,7. David McGhee, 42, (213) 496-1836, Long Beach, CA..... exp. 4/wants 4,7/offers 4,7.

SOMETHING FOR EVERYBODY

recommendation in regard to the character of any individuals taking part in the Crew List, or the condition of any boats or equipment. You must judge those things yourself.

Robert Drews, 33, (707) 778-7900, 9 Gilnix Ct., Petaluma, CA 94945 ... Darwin Boblet, 41, (415) 967-1874, 253 Arriba Dr., #7, Sunnyvale, CA 94086exp 2c/wants 4,5/offers 3,4. Larry Riley, 42, (415) 841-9991, 1107 Miller Ave., Berkeley, CA 94708 exp 4/wants 1/offers 7. Barry Graf, 42, (408) 997-1954, P.o. Box 100, New Almaden, CA 95042 william M. Lyons, 33, (415) 331-2319, 300 Napa St., #14, Sausalito, CA 94965...

exp 2/wants 1,2,3,4/offers 1,3,4,5a.

exp 2/wants 1,2,5,6,7,8,9/offers 1,3,4,5a. exp 2c/wants 1/offers 3,4.

David Eberhard, 34, (209) 465-9169, 133 W. Elm St., Stockton, CA 95204 exp 2a/wants 1,2,3/offers 2,3.

Burch Boone, 50, (415) 366-0162, (415) 571-2222, 273 Stockbridge Ave., Atherton, exp 3/wants 1,2,3,4,6,10/offers 1,6,7. **Leo Stoderi**, 64, (415) 944-0329, 1422 Candelero Dr., Walnut Crk., CA 94598...... Rob Mayberry, 22, (916) 361-3717, 2660 Point Reyes Way, Sacramento, CA 95826 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 3,7. Peter Gabriele, 39, (415) 443-9029, P.O. Box 251, Livermore, CA 94551-0251 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 3,4,5 (Italian),7. Matthew Kraintz, 27, (408) 426-8033, Santa Cruz, CA 95062, Zoo Park Steve Cadraro, 39, (408) 279-3636, 616 S. 14th St., San Jose, CA 95112exp 2c/wants 1/offers 3,4,7. Dennis Lukasik, 45, (415) 676-7461, 2011 Norse Dr., #47, Pleasant Hill, CA 94523 exp 3/wants 1,7,8,9/offers 1,2,3,4,7. Don Hamilton, 61, (408) 685-2310, 160 Creek Dr., Aptos, CA 95003......exp 4/wants 1,2,3,4,5,6,7,8,9/offers 1,2,3,4,5. John Fair, 27, (415) 659-1243, 47112 Warm Springs Blvd., #230, Fremont, CA 94539 exp 2a/wants 1,2/offers 2,3. Raiph Dennis, 24, (415) 644-4161, 2560 Bancroft, #6, Berkeley, CA 94704exp 2c/wants 4,7,9/offers 1,2,3. exp 2,3/wants 2/offers 3.

MEN TO CREW — CRUISING (CONT'D)

Jim Cox, 43, (408) 374-3492, 1572 Mendenhall dr., #5, San Jose, CA 95130-1230 exp 2b,3/wants 1,2/offers 3,4,7.

Roy Wessbecher, 32, Fax (408) 496-0569, 1522 Arbuckle Ct., Santa Clara, CAexp 3/wants 4,5,6/offers 1,2,3,5 (German),7. Sean Conway, 25, (916) 275-2507, P.O. Box 491964, Redding, CA 96049

"WANT TO CREW" CODE

MY/OUR SAILING EXPERIENCE IS:

- 1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay while being active and suffering the normal cuts, bruises and hollering.
- 3) Moderate. Several years active crewing on the Bay or at least one long coastal or trans-ocean trip
- 4) Lots, several long ocean passages

I/WE WANT TO CRUISE:

- 1) SF Bay and Delta
- 2) Monterey Bay
- 3) Southern California
- 4) Mexico this fall/winter
- 5) Pacific Northwest or Alaska
- 6) Hawaii and South Pacific
- 7) Caribbean
- 8) Mediterranean
- 9) Anywhere warm 10) Petaluma in a
- pick-up truck
- 11) Other

I/WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration
- 3) Elbow grease for bottom work, varnishing and other upkeep
- 4) Cooking and cleaning skills
- 5) Language skills, I'm reasonably conversant in a) Spanish; b) Other(s)
- 6) Ornamental skills I look good in a bikini
- 7) Mental skills. I may not look like a playmate, but I don't think like one, either.

Randy Schmltz, 22, (213) 473-5294, 1441 Veteran Ave., #227, Los Angeles, CA 90024exp 2/wants 7/offers 1,3,4,5a,6,7. Mark Sole, 23, (408) 243-5157, 1050 Benton, #2304, Santa Clara, CA 95050 ... exp 1/wants 1,2/offers 2,3,7 Glen Chan, 22, (415) 731-6148, 1634 22nd Ave., S.F., CA 94122.exp 2a/wants 1,2,3,4,7/offers 2,3,4. exp 2a/wants 1,2,3,4,7/offers 2,3,4.

Gary Zweig, 26, (415) 851-5453, P.O. Box 8129, Stanford, CA 94309

exp 3/wants 2,3;4,5,6,7,8,9/offers 1,3,5 (Portuguese),6,7.

Tom McCali, 55, (408) 353-1665

exp 4/wants 4,5,6,7/offers 1,2,3,4,7.

Roy Robinson, 23, (416) 524-8140, 1043 9th St., #50, Albany, CA 94710

exp 1/wants 11 (anywhere)/offers 3,4,5 (French),6,7.

John Gratton, 27, (415) 657-5112, 39908 Lindsay McDermott, Fremont, CA 94538

John Gratton, 27, (415) 657-5112, 39908 Lindsay McDermott, Fremont, CA 94538 exp 2c/wants 1,2,3,4/offers 1,3.

Matt Novak, 40, (415) 237-6642, Richmond, CA exp 3/wants 1/offers 2,3,4.

George Bloom, 60, (415) 447-5372, 415 Lincoln Ave., Livermore, CA 94550 exp 4/wants 1,2,3,4,5,6/offers 1,2,3,4,5 (French),7.

Michael Haipern, 42, (805) 969-9827, 1430 N. Jameson Ln., Montecito, CA 93108 exp 2/wants 4,6,9/offers 1,3,4,5ab (French/Mandarin),7.

Shel Gunther, 36, (415) 769-7489 exp 3/wants 1,4,9/offers 2,3.

Tim Blilling, 32, (415) 858-2314, 430 Dymond Ct., Palo Alto, CA 94035 exp 3/wants 1,2,3,4,5 (French/Mandarin),7.

David D. Nagler, 35, (415) 512-8570, One Bayside Village Pl., #208, S.F., CA 94107exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5b(German/Serbo-Croatlan).

1991 CREW LIST —

WOMEN TO CREW CRUISING NIcole, 20's, (415) 587-5713, 57 Colma Blvd., Colma, CA. 94014
exp 3/wants 1,2,3,4,7,9/offers 3,4,5a,7 Catherine G., 31, (415) 622-8765, B of A, #3954 - 1455 Market, S.F., CA 94103
even 1/wants 6.7.9.0/offers 4.50.9.b/Eronah
S. Jacobsen, 35, (415) 653-9934
neather Allen, 31, (415) 593-6986, 717-B Old County Rd., Belmont, CA 94002
vali S., 36, (415) 331-2700, 100 Shoreline Hwy, Suite 100-A, Mill Valley, CA 9494
Carolyn Cornell, 50, (415) 939-7021, 113 Glen Ct., Walnut Crk, CA 94545
Sharon Lindsley, 27, (408) 252-6798, 21850 Ste Creek Blvd., Cupertino, CA 95012
200 A/Wante 6 7 9 0/offers 1 0 0 4 7
Nancy, 23, (415) 837-5157, 225 Aptos Pl., Danville, Ca 94526
Kyla, 42, 770 Linden Ave., Boulder, CO 80304exp 3/wants 4,6,7,8,9/offers 1,3,4, Joan S., 45, 400 Hendricks Isle, Ft. Lauderdale, FL 33301
exp 4/wants 3,4,6,7,8/offers 3,4,5a,6,7. Barbara Messick , 40, (415) 752-8697, San Francisco
exp 3/wants 1,10/offers 4,6,7. Elizabeth Borowiel, 25, (415) 673-0931, 1801 California St., #103, S.F., CA 94109 exp 2b/wants 1,2,3/offers 3,4.
Alexis, 42, (408) 737-9333
exp 2b/wants 2,3,4,7/offers 1,2,3,4,6. Nancy, 50, (415) 734-6700, 4309 Hacienda Dr., Ste. 500, Pleasanton, CA 94588.
exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 3. Lauri, 29, (415) 731-9980, c/o Dixon, P.O. Box 47-1000, S.F., CA 94147
exp 2c/wants 1,2/offers 3,4,5 (German),7. Collette P. Bennett, 27, (415) 525-6263 , exp 1 2/wants 1,4,7,8 (Joffers 1,3,4,5).
Alexandra Dixon, 32, (415) 995-2324, P.O. Box 47-1000, S.F., CA 94147
Lynda vassallo, 25, (805) 545-9923exp 3/wants 6,9/offers 3,4,6,7. Marcia Andrus, 51, (415) 893-6346, P.O. Box 21062 Oakland, CA 94620-1062
Marla Welgelt, 23, (415) 864-5136, 708 Haight St., S.F., Ca 94117
Shessa & Kathryn Lyle, 40, 35, (415) 826-1148, 162 27th St. S.F. 94110
Jean McKechnie, 54, (415) 332-4122, 2015 Bridgeway, Sausalito, CA 94965
exp 3/wants 1,2,3,7,9/offers 3,4,7. Miki Pryor, 46, (415) 569-3623, 6300 Leona St., Oakland, CA 94605
exp 2-4/wants 1,7,9,11 (Japan)/offers 3,4,5 (French),7. Dena , 45, (415) 945-1053
exp 2c/wants 1,2,3,4,5,6,7,8,9/offers 3,4. Heather Derr, 20, (805) 545-9923 exp 1/wants 6,9/offers 3,4,6,7. Virginia 33 (415) 883 2777 Novete CA
Virginia, 33, (415) 883-3727, Novato, CA
exp 2c/wants 1,2,3,4,5,6,7,8/offers 1,3,4,6. Nancy Brown, 34, (415) 734-4360, 545 Canyon Woods Cr., #241, San Ramon, CA
94568
exp 3/wants 1/offers 3 4 5 (French/Russian) 6 7
Judy O'Grady, 40+, (707) 829-0937
Jackie Oh!, 41, (415) 449-0898, 285 Scherman way, Livermore, CA 94550
exp 1/wants 1,3,9/offers 1,6,7. Ginger Gardner, 50, (408) 276-7406, 660 harvard Ave., #53, Santa Clara, CA 95051
Cynthia Anna Eriksson, 32, (408) 667-2126, P.O. Box 502, Big Sur, CA, 93920
Sharon, 47, 2400 Olympic Blvd., #3193, Walnut Creek, Ca 94595
exp 3/wants 4,5,7,8/offers 1,3,4,6. Karin Kinsey , 34, 526-1081, 1461 Portland Ave., Albany, CA 94706
exp 2c/wants 1,2,3,4,6,7,9/offers 3,4,5 (Norwegian),6,7. Mary P., 40's, (415) 283-7337, P.O. Box 1231, Lafayette, CA 94549
Diane, 40, (415) 569-2279, P.O. Box 20501, Oakland, Ca 94620
exp 2c/wants 1,4,7,8,9/offers 4,5a,7. Kathie , 32, P.O. Box 15025, Fremont, CA 94539
exp 2c/wants 6,7,8,9/offers 1,3,4. Nancy, 30+, (415) 327-1689, P.O. Box 51493, Palo Alto, CA 94303 exp 3/wants 1,2,3,5,6,7,8,9/offers 3,4,6,7.
Denise, 33, (707) 887-7063, P.O. Box 405, Forestville, CA 95436

WOMEN TO CREW — CRUISING

Bev Barth, (415) 381-1117, 617 Eucalyptus Way, Mill Valley
exp 3/wants 1,4,7,9/offers 3,4 Lauren Anthone, 32, (415) 332-4627, P.O. Box 1056, Sausalito, CA 94966-1056.
exp 2c,3/wants 1,2,4,5,6,7,8/offers 3,4,5a,7 Leslle P., 34, (415) 336-3636, Metron, 25 Seagull Dr., Richmond, CA 94884
exp 4/wants 1,9/offers 3,4,5 (French/German/Italian),6,7. Janice Asher, 25, (415) 388-5036, 1210 Lattie Ln., Mill Valley, CA 94941
Lynne E., (707) 557-4648, 129 Byron St., Vallejo, CA 94590
exp 4/wants 1,2,5,8/offers 1,3,4. Tinker Rovira, 48, (916) 583-2103, Box 2290, Olympic Valley, CA 95730
Jole, 40's, P.O. Box 162, Sausalito, CA 94966
Control Berkeley, 45, 848-8287, 2431 Tenth St., Berkeley, CA 94710
Kim E., 31, (916) 364-7790, 8810 Cal Center Dr., #150, Sacramento, CA 95826
Carole Kahn, 46, (305) 946-6385 until June then (408) 733-6385, 2708 NE 12th Street, Pompano Beach, FL 33062
COLIDI ES TO CREW CRUICINO

Virginia Siinkard/Carl Ingels, 45, (707) 557-9473, 1161 Benicia Rd., #3, Vailejo, CA

COUPLES TO CREW -- CRUISING

Virginia Siinkard/Carl Ingels, 45, (707) 557-9473, 1161 Benicia Rd., #3, Vallejo, CA

exp 1&2/wants 1,2,3,4,5,6,7,8,9/offers 3,4,6.

Jerry and/or Karen, 55/47, (415) 865-2563, 23 Eclipse Ct., Alameda, CA 94501 ...

exp 3/wants 9/offers 1,4,7.

Jim & Lynn Smith, 42/41, (206) 524-5958, 4711 NE 50th, Seattle, WA 98105

exp 3/wants 5,6/offers 1,2,3,4,5 (Dutch), 7.

Shelly Erceg/Edward Kileen, 26/23, (415) 252-8121, 4438 17th St., S.F., CA 94114 exp 2a/wants 1,2/offers 3,7. Jlm & Cindy, 30's, (415) 237-4312, 1300 Quarry Ct., Ste. 207, Richmond, CA 94801 Nanette & Ed de Boer, 32/30, (916) 622-0869, P.O. Box 343, Coloma, CA 95613

exp 2c/wants 2,4,5,6,7,8,9/offers 1,2,3,4,5 (Dutch),6. Steve & Linda Kibler, 38, (408) 258-4624, 669 Stonemag Way, San Jose, CA 95127 exp 3/wants 1,2/offers 2,3,4,7. Carmel Sheerls/Hugh Kilroy, 25/27, (415) 550-0451, 188 Brewster St., S.F., CA 94953exp 3/wants 3,4,7/offers 1,3. Brian & Tinker Rovira, 51/48, (916) 583-2103, BOX 2290, Olympic Valley, CA 95730 exp 2a/wants 4,5,6,7,8,9/offers 1,3,4

CRUISING BOATS LOOKING FOR CREW

MEN LOOKING FOR CRUISING CREW

Kirk Williams, 38, (415) 763-4164, 56 Jack Long Square, Oakland, CA 94607, Tayana 37, Bay/Delta Wille Evans, 55, P.O. Box 634, Petaluma, CA 94953, 46-ft ketch, Hawaii in summer, ... wants 2/should 1,3,8,9. Mexico in fall Rob Macfarlane, 28, (415) 521-8393, 2099 Grand Ave., Alameda, CA 94501, Newport 33, local/ocean, weekendswants 3/should 1,3,10.

SOMETHING FOR EVERYBODY

MEN LOOKING FOR CRUISING CREW

Chrisitan 43T, worldwide, Oct. 91wants 2/shoudl 1,2,3,7a,8.

Roy Wessbecher, 32, Fax (408) 496-0569, 1522 Arbuckle Ct., Santa Clara, CA 95054, 34-ft Columbia sloop (71), Circumnav., late 92/early 93

wants 3/should 1,3.

Don Roberts, 50, (415) 366-0922, #1 Uccelli Blvd., Redwood City, CA 94063,
Cascade 36, Pacific NW, June 1, 1991wants 3/should 1,3,8. Russell Duff, 40, (619) 278-2831, 45-ft full keel F6 cutter, Mexico & S. Pacific, Fall 91

......wants 3/should 2,3.

Robert Marlnks, 55, (415) 593-7763, 251 Coronado Ave., San Carlos, CA 94070,

Stu, 50, (619) 226-1870, 113-2726 Shelter Isl. Dr., San Diego, CA 92106, Tayana 37-

Hubert Schoenherr, 55, S/V Destiny, Marina Santa Rosalia BCS, Mexico, CT-35 PH

Danny, 52, (415) 521-0377, 1221 Broadway, Plaza Level #13-212, Oakland, CA 94612, 38-ft Tri-hull, Columbia River then Mexico, summer 91-fall 91, day sails until 30. Bay/Delta/Santa Cruz, anytimewants 2/should 3,9. Greg Stach, 45, (415) 456-6470, P.O. Box 1858, Sausalito, CA 94966, 39-ft cutter,

Noel Gaudinat, 39, (415) 364-6592, Redwood City, Hans Christian 33, California CA 95826, 38-ft Swan, coastal - weekendswants 3/sould 3,8. J.M. Shubin, 45, (415) 956-5014, (415) 956-5389, 59 Osgood, San Francisco, CA 94133, 38-ft Farallon clipper, S.F. Bay/Channel Isl., Summer

Herb Tate, 47, (415) 435-5581, P.O. Box 909, Mill Valley, CA 94942, Provt Snowgoose 37, Mexico & CA coasts, Apr & mid-May wants 2/should 3,8,10.

MEN LOOKING — CRUISING (CONT'D)

John R. Kilngensmith, 51, (916) 392-0317, 7421 West Parwkay, Sacramento, CA 95823, Hunter 37-ft, S.F. Bay/Delta/Monterey, spring/summer

MKII catamaran, Caribbean via Bermuda, July/Aug wants 2/should 1,3,8,9,10.

Marty Barats, 48, (408) 739-2024, CSY 44, Bahamas/Caribbean, Nov 1991

"WANT CREW" CODE

MY/OUR BOAT IS A

I/WE PLAN TO SAIL TO ON OR ABOUT (DATE)

I/WE ARE LOOKING FOR CREW:

- 1) That is male
- 2) That is female
- 3) Whose sex is unimportant

MY CREW SHOULD:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know celestial navigation, really know it
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills; a) Spanish, b) other:
- 8) Be unattached and unopposed to the possibility of a friendship blossoming
- 9) Look good in a bikini 10) Understand and appreciate Nietzsche

WOMEN LOOKING FOR CRUISING CREW

Marie-Louise, 62, Fax (415) 383-0548, Corbin 39, Pacific NW, June-Sept. 1991,

COUPLES LOOKING FOR CRUISING CREW

Jerry & LaVonne Wilber, 41/42, (415) 672-4660, P.O. Box 18-1952, Coronoda, CA 92178, 50-ft ketch-motor sailer, Mexico from S.F. Bay, May 10

Lans & Monica Hays, 48/41, (415) 325-7233, 502 Lowell Ave., Palo Alto, CA 94301, Freedom 44-ft cat ketch, US coast/Channel Islands, summer 1991

.....wants 3/should 1,2,3,4,5,10.

PEOPLE WANTING TO CO-CHARTER

PEOPLE WANTING TO CO-CHARTER

Greg Fuller, 38, (415) 383-2412, 322 Via Recodo, Mt. View, CA 94941, wants 1-2 wks

1991 CREW LIST —

WANTING TO CO-CHARTER (CONT'D)

Karen Peterson, 37, (415) 814-0986, 1622 Broadway, #E, Alameda, CA 94501 ...
exp 2/prefers 1,4,5,6/wants 1,2,3,4,5,6,7,8.

Brian Rovira, 51, (916) 583-2103, P.O. Box 2290, Olympic Valley, CA 95730, wants 2-4 wks in Aug.

exp 1,a/prefers 1,3,4,5,6/wants 4,7,8. Sharon M. Lindsay, 27, (408) 252-6798, 21850 Stevens Crk Blvd., Cupertino, CA 95014, wants 3 weeks in fall, winter prefers 1,4,5,6,7/wants 5,7,8,9 (So.Pac.).

WANT TO CO-CHARTER

INVEWANT TO CO-CHARTER FOR

THE (SPRING, SUMMER, FALL, WINTER) OF 1990.

SAILING EXPERIENCE:

- 1) Little or none
- 2) Moderate. I sail regularly and have chartered before
- 3) Lots, I've sailed and or chartered many types of boats and am a competent skipper.

a) I'd like a co-charterer to skipper and give me direction.

b) Prefer co-charterer of at least equal proficiency c) Would be willing to co-charter

with less experienced party.

I/WE PREFER TO CO-CHARTER:

- 1) Bareboats (we sail)
- 2) Crewed (professional skipper and/or crew)
- 3) With other couples
- 4) With other singles
- 5) A smaller (30 to 40 feet) boat with one or two other people
- 6) A medium (40 to 50 feet) boat with four to six other people
- 7) A large (60 feet or more) boat, the more co-charterers the merrier

I/WE WANT TO CHARTER

- 1) San Francisco Bay
- 2) Monterey/Santa Ćruz
- 3) Southern California
- 4) Mexico
- 5) Hawaii

- 6) Pacific Northwest
- 7) Caribbean
- 8) Mediterranean
- 9) Other_

Crk., CA 94596, wants 2-4 wks in summerexp 3,c/prefers 1,3,4,6,7/wants 4,5,7,8. Harold, 34, (415) 285-6769, anytimeexp 2,b,c/prefers 1,4,5,6/wants 1,5,7. Joe Dlal, 40ish, (415) 431-9275, 2300 Market #92, S.F., CA 94114, wants 1-2 wks in spring/fall/winter.....exp 2,b,c/prefers 1,4,5,6/wants 3,6.7. Capts. Ingrid & Dave Angelini, 36/37, (408) 225-0923, 6079 Pietz Ct., San Jose, CA 95123, wants 1-2 wks each season Exp 3,c/prefers 1,3,4,6/wants 1,2,3,4,7,9 (So.Pac.)

Frank Magnotta, 44, (415) 422-7285, (415) 947-1463, Lafayette, CA, wants 2-3 wks anytime exp 3,b,c/prefer 1,3,4,5,6/wants 7,8,9 (So.Pac.).

John Stonich, 43, (408) 476-0869, (408) 971-2002exp 3,b/prefers 1,3,4,5,6,7/wants 1,2,3,4,5. Steve Sproul, 42, (707) 939-2537, Sonoma, wants 1-2 wks anytimeexp 2,b,c/prefers 1,3,4,5,6/wants 1,2,3,4,5,7. Burch Boone, 50, (415) 366-0162, 273 Stockbridge Ave., Atherton, CA 94027 exp 2/prefers 1,3/wants 1. Nancy, 30+, (415) 327-1689, P.O. Box 51493, wants 1-2 wks anytime exp 2,a,b/prefer 1,3,4,6/wants 1,2,3,5,6,7,8.

John & Anne Rufflno, (415) 234-2152, P.O. Box 5294, wants 2 wks end of Aug ... exp 3,b,c/prefers 1,7/wants 6.

Peter & Elizabeth Gabriele, 43/49, (415) 443-9029, P.O. Box 257, Livermore, CA 94551-0251 exp 2.b/prefers 1.5.6.7/wants 1,2.3.4.5.6,7,8.

WANTING TO CO-CHARTER (CONT'D)

Stephen Mark, 42, (415) 775-2643, 1445 Greenwich, S.F., CA 94109, anytime exp 1,a/prefer 1,2,4,5,6/wants 1,2,3,4,5,7,8. Erik & Sheila Summers, 26, (619) 934-8976, P.O. Box 556, Mammoth Lakes, CA 93546, wants 1-2 wks & weekends summer/fall/wtr

exp 1,a/prefers 1,3,4,5,6/wants 1,2.4.6. **Matthew Dusanic**, 31, (415) 346-9048, 2055 Sacramento, #408, S.F., CA 94109,

CA 94306, wants 1 wk spring/summer/fallexp 2,3,b/prefers 1,5,6/wants 3.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Richard Allen, 28, (415) 506-6372, 727 Alameda de las Pulgas, Belmont, CA 94002, 1. Joe Dial, 40ish, (415) 431-9275, 2300 Market, #92, S.F., CA 94114, 1,3. Darry! Coe, 47, (415) 595-2765, 317 Quay Ln., Redwood Shores, CA. Carl Young, 50, (916) CA 94553, 1,3. **Brian Green**, 30, (415) 775-0667, 1425 Taylor, #505, S.F., CA, 1,3. **Roger Underhill**, 41, (415) 931-6385, 2038 Divisadero St. (Marina Sail Sea), S.F., CA Roger Underhill, 41, (415) 931-6385, 2038 Divisadero St. (Marina Sail Sea), S.F., CA 94115, 1. Stan Hofer, 46, (415) 583-5763, P.O. Box 2011, S.S.F., CA 94083, 1. Art Silberman, 56, (415) 398-3344, 539 Easterby St., Sausalito, CA 94965, 1,3. Jamie Rosman, 28, (415) 462-6926, P.O. Box 14002, Fremont, CA 94539, 1. Bob Ritchle, 50, (415) 331-9316, 200B Cazneau, Sausalito, CA 94965, 3. Bob Vespa, 47, (415) 459-0624, P.O. Box 10691, San Rafael, CA 94912, 1. Rick Bollmeyer, 42, (415) 457-7228, 42A Mooning Rd., San Rafael, CA 94901, 1. Richard Heyman, 35, (209) 578-3855, 1100 Fawndale Ct., Modesto, CA 95352, 1,4. William Brunot, 55, (415) 584-5218, 70 Estero Ave., S.F., CA 94127, 1. Robert Lee, 49, (408) 688-3405, 1. Mark Zeserson, 45, (415) 458-2297, 531 Virgil Street, W. Pittsburg, CA 94565, 3,4. Rul M.G. Luis, 28, P.O. Box 32, Lincoln, CA 95648, 1,4. Stan Starkey, 54, (415) 937-8720, 1330 Alma AVe., E-205, Walnut Creek, CA 94596, 3. Phil Gross, 62, (415) 865-7009, P.O. Box 803, Alameda, CA 94501, 1. Thom Van Dusen, 36, (415) 769-9227. 7009, P.O. Box 803, Alameda, CA 94501, 1. **Thom Van Dusen**, 36, (415) 769-9227, 2099 Grand St., L-16, Alameda, CA 94501, 1, 4. **Danny**, 52, (415) 521-0377, Alameda, CA, 1. **Bill**, 47, P.O. Box 26610, Box 214, Sacramento, CA 95826-0610, 1. **J.H.Gahagan** (Spike), 67, (415) 235-2311, P.O. Box 624, Richmond, CA 94808, 3, 4. Frank Dosh, 35, (415) 751-7519, 720 2 Ave., S.F., CA 94118, 1. **Jerry Cloyd**, 46, (408) 462-3030, P.O. Box 2869, Santa Cruz, CA 95063, 2869, 1. Gene Ferris, 39, (415) 769-2128,. P.O. Box 208, Alameda, CA 94501, 1,3. Joe

(408) 462-3030, P.O. Box 2869, Santa Cruz, CA 95063, 2869, 1.

Gene Ferris, 39, (415) 769-2128, P.O. Box 208, Alameda, CA 94501, 1,3. Joe Schmidt, 47, (415) 369-7602, 645 Eastview Way, Redwood City, CA 94062, 1, BIII Jung, 44, (408) 286-8874, 31 West San Fernando St., SanJose, CA 95113, 1. Ross Werner, 31, (415) 780-4634, 104 Glenwood Ave., Woodside, CA 94062, 1, 3. Bob A. Drles, 46, (415) 864-8522, 1250 Masonic Ave., S.F., CA 94117, 4. John P. Chille, 43, 655 W. Evelyn, Ste., 2-1678, Mountain View, CA 94041, 1,4. Rob MacFarlane, 28, (415) 521-8393, 2099 Grand Ave., Alameda, CA 94501, 1,3. David Woodard, 50, (415) 837-0416, 124 Arroyo Drive, Danville, CA 94526, 3,4. Dave Plummer, 42, (415) 521-0196, 1401 High St., Alameda, CA 94501, 1. Dennis Lukasik, 45, (415) 676-7461, 2011 Norse Dr., #47, Pleasant Hill, CA 94523, 1,4. Harold, 34, (415) 285-6769, 1,4. Richard Landis, 37, (707) 257-8059, P.O. Box 6901, Napa, CA 94581, 1. Don Grainger, 43, (707) 571-1565, 2175 Meadowbrook, Santa Rosa, CA 94503, 1. John Felch, 43, (408) 741-0880, 20221 Thelma Ave., Saratoga, CA 3. Roger King, 42, (415) 332-4819, P.O. Box 2286, Sausalito, CA 94965, 1,3. Robert Drews, 33, (707) 778-7900, 9 Gilrix Ct., Petaluma, CA 1. Rich Delta, 40, (415) 524-8223, 7454 Stockton Ave., El Cerrito, CA 94530, 1. Roy Dahlberg, 46, (916) 929-0874, 10451 Garden Hwy, Sacramento, CA 95837, 1,4. Steve Pohl/Ross Hansen, 29/32, (415) 457-4326, 24 Loma Linda, San Rafael, CA 94901, 1. Noel Gaudinat, 39, (415) 364-6592, Redwood City, 1,4. Ron Levine, 52, (415) 601-5883, P.O. Box 8421, Emeryville, CA 94662, 1. Bill Carber, 45, (415) 381-3820, (415) 364-7790, 8810 Cal Center Dr., #150, Sacramento, CA 95326, 1. Matthew Dusanic, 31, (415) 346-9048, 2055 Sacramento, #408, S.F., CA 94109, 1. Ralph Dennis, 24, (415), 644-4161, 2560 Bancroft, #6, Berkelev, CA 94704, 1,4. J.M. Shubin, 45, (415) 956-5389, 59 Osgood,

SOMETHING FOR EVERYBODY

MEN FOR DAYSAILING (CONT'D)

S.F., CA 94133, 1. Herb Tate, 47, (415) 435-5581, P.O. Box 909, Mill Valley, CA 94942, 1,3. Bill Roe, 55, (415) 364-9338, 660 Balr Island Rd., #51, Redwood City, CA 94063, 1. Jon Cutter, 43, (408) 476-3582, 605 Stagg Lane, Santa Cruz, CA 95062, 1,2. Donaid P. Wang, 36, (415) 532-1332, 4421 Fleming Ave., Oakland, CA 94619, 3. Bern Juracka, 49, (408) 438-7973, (408) 438-7973, 114 Whispering Pines Court, Scotts Valley, CA 95066, 3. Irving Rubin, 58, (415) 526-8840, 1224 Milvia Street, Berkeley, CA 94709, 1. Tom McCail, 55, (408) 353-1665, Moss Landing, 3,4. John Klingensmith, 51, (916) 392-0317, 7421 W. Pkwy, Sacramento, CA 95823, 1,4.

WOMEN WITH BOATS FOR DAYSAILING

Jan Gwynn, 54, (415) 532-6105, 3030 B. Berlin Way, Oakland, Ca 94602, 1. Rachel, 40ish, (415) 883-5418, Marin County, 1. Sharon, 47, 2400 Olympic Blvd., #3193, Wlanut Creek, CA 94595, 1.

COUPLES WITH BOATS FOR DAYSAILING

Lans & Monica Hays, 48/41, (415) 325-7233, 502 Lowell Ave., Palo Alto, CA 94301, 3. Dennis & Betty, 44, (415) 769-7637, 1535 Buena Vista Ave., Alameda,

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

MEN FOR CASUAL DAYSAILING

Tim Huson, 28, (408) 439-1007, Santa Cruz, 1. Greg Fuller, 38, (415) 383-2412, 322

Via Recodo, Mountain View, 94941, 1. Shel Gunther, 36, (415) 769-7489, Alameda,
1. Stephen Mark, 42, (415) 775-2643, 1445 Greenwich, S.F., CA 94104, 1. Roland
Swirsky, 45, (916) 988-6781, 8668 Elm Ave., Orangevale, CA 1. Roy Dahiberg, 46.,
(916) 929-0874, 10451 Garden Hwy, Sacramento, CA 95837, 1. Matthew Daiton, 32,
(415) 930-8243, 1372 Cornwall, Walnut Creek, CA 94596, 1. Mark Holtze, 34, (415)
651-8554, 427 Escobar St., Fremont, CA 94539, 1. Bob A. Dries, 46, (415) 864-8522,
1250 Masonic Ave., S.F., CA 94117, 1,3(3). John Sambuck, 38, (415) 388-8230, 133
Tiburon Blvd., Mill Valley, 1. Bret Moxiey, 29, (415) 744-2228, 30 Clement Street,
S.F., CA 94118, 1. Joel Waidman, 62, (408) 739-5876, 720-A Blair Ct., Sunnyvale,
CA 94087, 1. Nebojsa Smiljic, 33, (916) 978-0516, 1181 Fulton Ave., #29,
Sacramento, CA 95825, 1. Richard Alien, 28, (415) 506-6372, 727 Alameda de las
Pulgas, Belmont, CA 94002, 1. Jerry Furst, 44, (415) 228-3888, P.O. Box 108,
Martinez, CA 94553, 1. David Eberhard, 34, (209) 465-9169, 133 W. Elm St.,
Stockton, CA 95204, 1,5. George Bell, 42, (408) 241-1997, 4049 Payne Ave., San
Jose, CA 95117, 1. Ken Kirsch, 55, (408) 479-7057, 211 Saxon Ave., Capltola, CA
95010, 1. Tom Craveiro/Jim Patterson, 34/43, (415) 332-2250, 110-B Third St.,
Sausalito, CA, 2. William H. Lyons, 33, (415) 331-2319, 300 Napa St., #14, Sausalito,
CA 94965, 1. Steve Sproul, 42, (707) 938-2537, 1000 Siesta Way, Sonoma, CA
95476, 1,4,5. Steve Brandon, 36, (415) 634-0150, (415) 294-2654, 793 Valley Green
Dr., Brentwood, CA 94513, 1,2,3(4). Peter Andree, 37, (415) 367-1534, 950
Woodside Rd. Redwood City, CA 94061, 1. LH Gabagan (Spiko), 67, (415), 235. CA 94965, 1. Steve Sproul, 42, (707) 938-2537, 1000 Siesta Way, Sonoma, CA 95476, 1,4,5.Steve Brandon, 36, (415) 634-0150, (415) 294-2654, 793 Valley Green Dr., Brentwood, CA 94513, 1,2,3(4). Peter Andree, 37, (415) 367-1534, 950 Woodside Rd., Redwood City, CA 94061, 1. J.H. Gahagan (Spike), 67, (415) 235-2311, P.O. Box 624, Richmond, CA 94808, 1. Serglo Bracco, 41, (415) 548-8706, Berkeley, 1. Stewart Sabadeli, 28, (415) 331-7933, 117 Cloud View, Sausalito, CA 94965, 1. Sean Conway, 25, (916) 275-2807, P.O. Box 491964, 1. George Fenstermacher, 39, (415) 752-3564, 1,3(2), Bob Frankfurt, 43, (415) 527-1364, 145 Ardmore Rd., Kensington, 1. John Host, 34, (415) 687-0422, 2751 Monument Blvd., #89, Concord, CA 94518, 1. John Stonich, 43, (408) 476-0864, (408) 971-2002, 1. David Langerman, 38, (707) 763-1376, 1309 Marin Way, Petaluma, CA 94954, 1. Frank Magnotta, 44, (415) 422-7285, (415) 947-1463, 1. Dennis Lukasik, 45, (415) 676-7461, 2011 Norse Dr., #47, Pleasant Hill, CA 94523, 1,3(6). Harold, 34, (415) 285-6769, 1. Don Hamilton, 61, (408) 685-2310, 160 Creek Dr., Aptos, CA 95003, 1. Paul Mangalik, 29, (415) 733-6517, (408) 764-1089, 26970, Hayward, Blvd., #202, Hayward, CA 94542, 1. Steve Codraro, 39, (408) 279-3636, 616 So. 14th St., San Jose, CA 95112, 1. Don Feldman, 51, (916) 478-3303, P.O. Box 121, Penn Valley, CA 95946, 1. Dinko Matkovic, 36, (415) 337-6430, 226 Moscow Street, S.F., CA 94112, 1. Matthew Kraintz, 27, (408) 426-8033, 200 Park Ave., Santa Cruz, CA 95062, 1,4,5. Phil Bazzano, 43, (707) 573-1119, 3680 Bisordi Ln., Fulton, CA 95439, 1. Chris Smith, 47, (408) 464-0845, 2468th Ave., Santa Cruz, CA 95062, 1. Jim Cox, 43, (408) 374-3492, 1572 Mendenhall Dr., #5, San Jose, CA 1,4. Art Broussard, 40, (415) 792-0946, Newark, CA , 1. Gien & Courtney Chan, 22/17, (415) 731-6148, 1634, 22nd Ave., S.F., CA 94122, 1. Billi Greig, 38, (707) 747-6958, 751 W. I Street, Benicla, CA 94510, 1. Steve Biumenkranz, 40, (415) 365-5446, 954 Hillcrest Dr., Redwood City, CA 94062, 1. Jeff Faig, 35, (415) 892-9475, P.O. CA 94107, 1.

WOMEN FOR CASUAL DAYSAILING

Amy Kemper, 36, (415) 435-4059, 1. Lily Thang, 28, (415) 296-0300, Merrill Corp., 345 California St., Ste. 1600, S.F., CA 94104, 1. Christine Douglas, 44, (408) 429-5832, 130 Maple St., #A, Santa Cruz, CA 95060, 1. Barbara Messick, 40, (415) 752-8697, S.F., CA 1,3(3). Jili, (415) 389-8956, (707) 546-0536, 5126 Hall Rd., Santa Rosa, CA 95401, 1. Virginia, 40+, (707) 763-2455, (707) 769-8038, 1. Christine Windbiei, 37, (415) 921-1472, 1990 Green St., #205, S.F., CA 1. Heather Alien, 31, (415) 593-6986, 717 B Old County Rd., Belmont, CA 94002, 1. S. Jacobson, 35, (415) 653-9934, 1. Catherine G., 31, (415) 622-8765, 1. Elizabeth Borowiec, 25, (415)

DAYSAILING CODES

HAVE BOAT, WILLING TO TAKE OTHERS OUT, I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 4) Would like to bring kids
- 2) Couple
- 5) Going sailing to escape the kids
- 3) A group of
- (state number) friends interested in sailing

673-0931, 1801 California St., #103, S.F., CA 94109, 1. Alexandra Dixon, 32, (415) 995-2324, P.O. Box 47-1000, S.F., CA 94147, 1. Lauri, 29, (415) 731-9980, c/o Dixon, P.O. Box 47-1000, S.F., CA 94147, 1. Judy O'Grady, 40+, (707) 829-0937, Sebastopol, 1,2,5. Pat Muilin, 38, P.O. Box 4913, Walnut Creek, CA 94596, 1. Peggy P.O. Box 47-1000, S.F., CA 94147, 1. Judy O'Grady, 40+, (707) 829-0937, Sebastopol, 1,2,5. Pat Mulilin, 38, P.O. Box 4913, Walnut Creek, CA 94596, 1. Peggy Davis, 37, (707) 263-3751, 3990 Lakeshore, Lakeport, CA 95453, 1. Mary Gaughan, 34, (415) 655-8729, x4308, Chiron Corp., 4560 Horton St., Emeryville, CA 94608, 1. Ellen R., 33, (408) 479-9635, Santa Cruz, CA 95073, 1. Janice L. Asher, 25, (415) 888-5036, 1210 Lattie Ln., Mill Valley, CA 94941, 1. Cynthla Anna Eriksson, 32, (408) 667-2126, P.O. Box 502, Big Sur, CA 93920, 1,3. Leslie P., 34, (415) 236-3636, Metron, 25 Seagull Dr., Richmond, CA 94804, 1. Janice B., (415) 457-8393, x231, IRI Realtors, 902 Irwin, San Rafael, CA 94901, 1. Pauline Montoya, 40, (415) 523-8647, 1360 Ballena D, Alameda, CA 1,3. Klt, 36, (707) 829-1182, Sebastopol, 1. Glnger Gardner, 50, (408) 296-7406, 660 Harvard Ave., #63, Santa Clara, CA 95051, 1. Fran Winch Wench, 40, (415) 334-4910, 1 3(4). Joni Monnich, 33, (415) 865-1084, 7488 Pacific Ave., Alameda, CA 94551, 1. Nancy, 50, (415) 734-6700, 4309 Hacienda Dr., Ste. 500, Pleasanton, CA 94588, 1. Tricla O'Brien, 29, 39120 Argonaut Way, #132, Fremont, CA 94538, 1. Alexis, 42, (408) 737-9333, Santa Cruz, 1. Rita Yankee, (415) 983-6307, 825 Oak Grove, #40, Concord, CA, 1. Dena Van Scyoc, 45, (415) 945-1053, 1. Jean McKechnie, 54, (415) 456-4449, 2015 Bridgeway, Sausalito, CA, 1. Jackle Ohi, 41, (415) 449-0898, 285 Scherman Way, Livermore, 1,4,5. Pat Zrelak, 32, (415) 928-2618, 1. Ms. Chandler R. Vienneau, 40's, (415) 376-5737, 2039 Ascot Drive, Moraga, CA 94556, 1. Marcla Andros, 51, (415) 893-6346, (415) 652-6936, P.O. Box 21062, Oakland, CA 94602, 1. Sherosa & Kathryn Lyle, 40/35, (415) 826-1148, 162 27th St., S.F., CA 94110, 2,5. Mary Ann, 36, (415) 928-2618, 1. Ms. Chandler R. Vienneau, 40's, (415) 836-6737, 2039 Ascot Drive, Moraga, CA 94556, 1. Marcla Andros, 51, (415) 839-6346, (415) 652-6936, P.O. Box 21062, Oakland, CA 94602, 1. Sheron Lindsley, 27, (408) 252-6798, 21850 Stevens Crk. Blvd., Cupertino, CA 95044, 1. Brenda West P.O. Box 405, Forestville, CA 95436, 1. Dlane, 40+, (415) 569-2279, P.O. Box 20501, Oakland, CA 94620, 1. Kathie, 32, P.O. Box, 15025, Fremont, CA 94539, 1. Eve, 55, (415) 441-4639, S-331 Box 7999, S.F., CA 94120, 1. Kimberley Turley & Patricia Nguyen, 35/29, (415) 759-2010, 526 Green St., #3, S.F., CA 94133, 1,3(2). Joanna Apostolos, 28, (415) 331-1519, 149 Filbert Ave., Sausalito, CA 94965, 1,3(3-4). Judith Fairchiid, MD, 36, (916) 485-0107, Sacramento, 1. Paula, 38, (415) 457-8126, P.O. Box 114, Ross, CA 94957, 1,3(6). Beverly Barth, 381-1117, Mill Valley, 1. Joie, 40lsh, P.O. Box 1625, Sausalito, CA 94966, 1. Toni Berkeley, 45, 848-8287, 2451 10th St., Berkeley, CA 1. Rebecca Danskin, 37, (415) 829-4647, P.O. Box 2675, Dublin, CA, 1. Kim E., 31, (916) 364-7790, 8810 Cal Center Dr., #150, Sacramento, CA 95826, 1. Carole Kahn, 46, (305) 946-2956, (408) 733-6385, 2708 NE 12th St., Pompano Beach, FL 33062, 1.

COUPLES FOR CASUAL DAYSAILING

Bruce & April Winship, 34, (415) 672-2867, 5518 Kirkwood Dr., Concord, 2. Jim & Cindy, 30's, (415) 237-4312, 2. Mike Daiey & Rose Daley, 57, (415) 443-4460, 872 Mayview Way, Livermore, CA 94550, 1or 2. Carol & Dan Ecklen, 34/41, (209) 951-

COUPLES FOR CASUAL DAYSAILING (CONT'D)

COUPLES FOR CASUAL DAYSAILING (CON 6559, 4623 Birmingham Way, Stockton, CA 95207, 2. Mike & Elaine Manning, 38, (415) 829-2479, 8601 Southwick Dr., Dublin, CA 94568, 2,5. Jim & Lynn Smith, 43/ 41, (206) 524-5958, 4711 NE 50th, Seattle, WA 98105, 2. Deanna & Jeff Fine, 29/ 31, (916) 758-5262, 920 Cranbrook Ct., #125, Davis, CA 95616, 2. Dave & Linda Simpson, 37/40, (415) 368-5675, 171 Markham Ave., Redwood City, 1,2,4,5. Fred & Celeste Balne, 24/26, (415) 234-8086, 909 Marina Village Pkwy, #165, Alameda, CA 94501, 2. Frank & Rella Lossy, 49+, (415) 527-2293, Berkeley, 2. Hugh McDermott & Pamela Raley, 30/28, 415) 989-7522, San Francisco, 1. Masami & James Rung, 34, (415) 769-7298, 310 Westline, Alameda, 1,2. Leslle Dunn & Paul Gambon, 28/33, (415) 331-5280, 38 Cypress Pl., Sausalito, CA 94965, 2. Peter & Elizabeth Gabriele, 43/39, (415) 443-9029, P.O. Box 251, Livermore, CA 94551-0251, 2. Richard & Helen Phillips, 37/33, (415) 354-3570, 91 Tysella Ct., Mt. View, CA 94043, 2. Bill Scherer & Amy Meier, 35/26, (408) 736-2364, 1066 Sunnyvale-Saratoga Rd., #49, Sunnyvale, CA 94086, 2. John & Connle Caviness, 28/23, (415) 666-3509, 1724 Clement St., #1, S.F., CA 94121, 2. Erik & Sheila Summers, 26, (619) 934-8976, P.O. Box 556, Mammoth Lakes, CA 93546, 2. Paula Manner & Chris Barker, 35/25, (415) 658-4281, 888 Mountain Blvd., Oakland, CA 94610, 2. Roger & Linda Franz, 41/39, (916) 393-9453, 1340 Gagle Way, Sacramento, CA 95831, 2. Jerry and/or Karen, 55/47, (415) 865-2583, 23 Eclipse Ct., Alameda, CA 1,2. Connie & Bill Hajek, 40+, (916) 685-7897, 8713 Seckel Ct., Elk Grove, CA 95624, 2,4. John & Dorene Kldd, 44/33, (916) 885-5440, P.O. Box 4343, Auburn, CA 95604, 2. Ann & Andy Mathieson, 33/32, (415) 752-3884, 4620 Fulton, 2. John Gratton & Linda Hill, 27/23, (415) 657-5112, 39908 Lindsay McDermott, Fremont, CA 94538, 2. Reg & Janice Mills, 45/43, 521-9601, 1150 Ballena Blvd., Alameda, CA 94501, 1,2. Rich & Vicky Lewis, 25, (415) 941-9417, P.Q. Box 390061, Mt. View, CA 94501, 1,2.

Don't miss the LATITUDE 38 CREW LIST PARTY Wednesday, April 3 — 6 to 9 p.m. Corinthian YC, Tiburon

PEOPLE WANTING TO BOAT SWAP

PEOPLE WANTING TO BOATSWAP

Dlanne & John Olson, 46, (907) 345-0383, 12936 Jeanne Rd., Anchorage, AK 99516, 50-ft cutter (FD-12), would like boat in Sea of Cortez for 1-2 weeks in

Jan & Tina Follestad, 50, (415) 461-0200, 50 Bonair Center, Greenbrae, 94904, Nantucket 33, would like sail or power boat in Oregon/Washington area for 2 weeks

in August.

Svend Hoyer-Nielsen, 50, (415) 237-4722, 120 Brickyard Way, #213, Pt. Richmond, CA 94801, Aries 32 heavy cruiser, would like boat in Alaska, British Columbia, or San Juan Islands for 2 weeks in June, July or August.

Juan Islands for 2 weeks in June, July or August.

Cralg & Tamara Federsplel, 28/26, (415) 964-8069, (408) 252-9500, 500 W. Middlefield Rd., #12, Mt. View, CA 94043, Pearson 323, 1980, would like boat in Pacific Northwest/Santa Cruz/San Diego for 1 week in April.

Rich, 40+, (415) 524-8223, 7454 Stockton Ave., El Cerrito, CA 94530, Catalina 22, would like boat in Socal/San Diego for 1 week in summer.

John Hurd, 42, (503) 482-1455, 1746 Ashland St., Ashland, OR 97520, Hobie 16, would like boat in CA/Hawaii/Australia anytime.

Mel Bowman, 73, (415) 435-3398, 10 San Rafael Ave., Belvedere, CA 94920, Grand Banks 32, would like boat in San Juan Islands for 1-2 weeks in June or July.

John & Mary Alice Brannan, 63/59, (813) 466-6775, 18022 San Carlos, #65, Ft. Myers Beach, FL 33931, 88 Catalina 27 wing keel, would like boat in San Francisco/San Diego for 1 week in June.

San Diego for 1 week in June.

Bern Juracka, 49, (408) 438-7973, 114 Whispering Pines Court, Scotts Valley, CA 95066, 36-ft Pearson ketch in Santa Cruz, would like boat in No. S.F. Bay/Sacramento Delta for 2-3 weeks in June/Júly/August.

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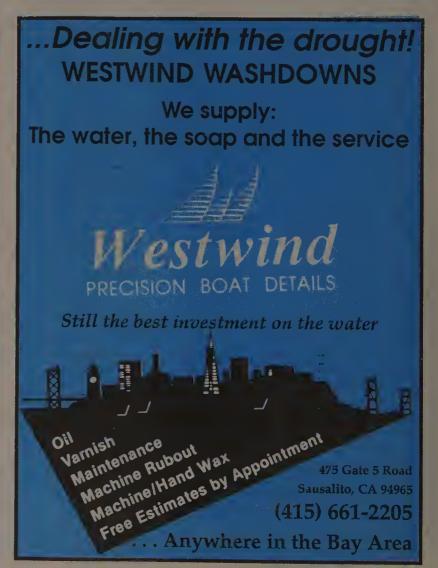
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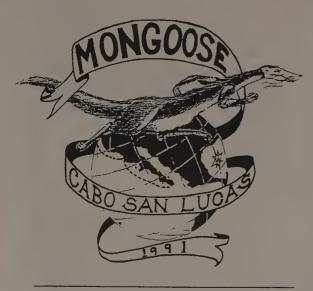


NEWPORT-CABO RACE:

It was just another Mexican race — pleasant but unremarkable — for most of the participants in the 790-mile Newport-Cabo Race early last month. But for ten Bay Area sailors who chartered the SC 70 Mongoose under the name 'The Better Boating Syndicate', it was the time of a lifetime. "Our syndicate has actually been around since 1983, and consists loosely of some 20 or 25 people now," explained Cliff Wilson, the organization's unofficial chairman. "We've chartered half a dozen times before, but this trip — well, it was really something special."

The icing on the cake was Mongoose's stellar third place finish in the mellow dash for the margaritas, but we got the impression from talking to these guys that they could have come in DFL and still enjoyed themselves. Most of the group, with the exception of Wilson and sailmaker Norman Davant (the only 'pro' on board, Norman was an equal but non-paying syndicate member), had never done a Cabo Race or sailed on a sled before. "We were long on enthusiasm, but a little short on experience," explained Davant. "But frankly, things couldn't have worked out much better."

The idea for the charter was conceived almost a year ago, according to Wilson. The group's initial charter of the N/M 68 Pyewacket fell apart when that boat was sold in December, but Paul Simonsen's Mongoose was quickly lined up instead.



"Our budget was \$35,000 for the one-month charter," said Wilson, who freely discussed the mechanics and economics of the trip with us. "We delivered the boat each way ourselves to save some money, and we all were responsible for our own airfare and hotel rooms. All told, after repairing two chutes, a section of headfoil and the usual small items, the cost to each of us was approximately \$4,000."

Rather than delve too deeply into



The 'Mongoose' gang of ten. Front row (from left): James, Bruce, Cliff, Bill. Back row: Tom F., Roger, Norman, Ken, Tom L. and Fred.

specifics of the lightly attended race (the usual suspects won, and only three other Northern California boats went — Allure, Hana Ho and Phantom), we decided to talk exclusively to the Mongoose gang. We called each of them, and got the following impressions of their experience:

Roger Andriesse — age 47, business systems franchise owner, Sacramento, former owner of Santana 35 Spellbinder ('81 national champ) and current Express 37 crew (One Eyed Jack). "I think anyone sailing the Bay on an Express 37, J/35 or Santana 35 could charter a sled and acquit themselves well in a Mexican race. Doing a Big Boat Series would be another story. . . I'd done some sledding before in Sydney on a 45-foot version of Ragtime — but never anything like this. It's amazing to move at 10 knots in only 7 knots of breeze!

"We finished less than an hour behind the winner after almost 4 days — a respectable showing considering we spent the first few days getting adjusted. If anything, sailing a sled was easier than 1 expected. The problem is, 'how do you keep them down on the farm after they've seen Paris'? Racing anything besides sleds would seem a bit boring to me now. . . I'd do it again in a heartbeat!"

Norman Davant — age 34, Sobstad Sails, Benicia, extensive offshore experience including 17 Mexican races, St. Francis YC. "I had an absolute ball! A

couple of times Hirano and Ormond had me laughing so hard I let go of the wheel and fell down on my knees... When Cliff invited me on the trip, I really didn't know what to expect — I only knew Ken, who sails with me on Summer Palace, and Cliff, who I sail with on Ringmaster and who also is my lawyer. My role, I suppose, was to put out fires, but we really didn't have any problems because it was a light air race and these guys all learned so quickly. You should have seen us sprinting at the finish — we got in a jibing duel with Kathmandu and just blew them of!

"I was really proud of these guys. Everyone did their fair share — no one was too proud to clean the bilge or the head, to grind, or do whatever it took."

Hirano, dubbed 'The Human Pinata', spent a lot of time hanging around.



TEN WHO DARED

ILLUSTRATION AND PHOTOS BY TOM FLEMING

Fred Doster — age 53, real estate broker, Concord, owner of the Santana 35 Take Five ('84 national champion; veteran of 10 Catalina Races), Richmond YC (pending). "It was unbelievably fun — we had the right chemistry on board and, thanks mainly to Cliff, we were really well organized. I could never afford a boat like this, so this was the only way for me to get a taste of sledding. Everything on these things is incredibly expensive — just the topping lift was \$350!

"From my point of view as the navigator, it was a pretty straightforward race. I drew faint pink 'barrier walls' on the charts ahead of time, and we pretty much stuck to our game plan. One thing that takes some getting used to is the angles you have to steer downwind to optimize your VMG. Unless it's really windy, you never pull the pole back — instead, you end up headstay reaching to keep the speed up."

Tom Fleming — age 43, kitchen remodeler (and alumnus of Anchorage Marine), Corte Madera, cruiser and owner of an 18-foot catboat. "The hardest part of the trip was convincing my wife Pat that we could wait a few more years to go to Europe! . . . I was the least experienced person on board, and I tried to make up for that by doing all the cooking and provisioning. James, Roger and I were on the boat from the delivery (Santa Cruz to Newport) until the finish. Afterwards, Pat and I stayed the longest in Mexico, sort of a 'double vacation'.

"I'd chartered boats in the Caribbean before, but never raced much. It was a novelty for me to leave the dock with minimal fuel, food and water, and to ship luggage, tools and delivery sails down to the finish in a truck! I guess I had my eyes

opened the farthest — now I'm looking forward to getting more involved in racing."

James Hirano — age 35, fireman, Oakland, owner of the Hawkfarm Notorious. "I was a last minute replacement for someone else, and being the shortest and the lightest guy on board, I was elected the bow man. Norman and I were also the

there was way too much wind and then. Pazzo the next year when there wasn't enough — and this was the best one yet! It was an intense, mind-expanding couple of weeks — I've been on other vacations where I can't even remember what I did, but I know I'll never forget this trip.

"I'd cruised Mexico before and was in Cabo about 15 years ago — it's still a lovely place despite all the changes. To be honest, I still prefer cruising, but I enjoy an occasional ocean race. For me, chartering



If you're after good times (or a little deck space), charter a sled.

'babies' on board, but after a few days everyone seemed the same age — all just a bunch of stinky guys out 'male-bonding' on the ocean. Another thing that changed after a few days was the size of the boat — at first it seemed gigantic, but it seemed to shrink every day.

"Someone described it as the most boring 10 knots they've ever done, but geez, I'm not that jaded. It was really a kick, specially when all the sleds lined up within a few miles of each other off Lazaro and the race began all over again. For me, it was the chance of a lifetime — I went into hock to do the trip, but it was well worth it."

Tom Loughran — age 56, structural engineer, Martinez, cruiser and former owner of a 55-foot ketch. "I'm still on a high, even after a pretty nasty trip back up the coast! I've done a couple other charters with the Better Boating Syndicate — we did G.U. in the '89 Catalina Race when

is the answer."

Ken Moore — age 43, engineer, Boulder Creek, former owner of a Catalina 38 and Ericson 27, current charterer of the Express 27 Summer Palace and crew on Pazzo. "We were just a bunch of normal sailors with a 'go for it' attitude — we really wanted to win! Not that we didn't have a 'good time along the way — I laughed so hard my sides hurt! It was really fun — trimming the kite while sitting in those little lawnchairs, listening to Bonnie Raitt (our favorite tape), seeing whales, eating great food, drinking a lot of beer in Cabo. . .

"It was definitely an E-ticket ride, and worth every penny. Chartering is the only way I'd get to go on a 70 — I don't know anyone that owns one, and I certainly could never afford one. I'd definitely do it again!"

NEWPORT-CABO RACE

Bruce Nesbit — age 51, PG&E manager (and SF Bay ODCA chairman), Mill Valley, owner of Cal 2-27 Zephyr ('90 YRA season champ), Richmond YC. "I've always wanted to do a long ocean race on a fast boat, so when Cliff (who I sail with on Ringmaster) invited me, I jumped on the opportunity. It was great — a really 'quiet boat', which isn't necessarily what you'd expect when a bunch of skippers get together. The delivery down with Zan Drejes, Mongoose's captain, was our 'training wheels' - we shook out most of the bugs then.

"I was on the so-called 'B' watch with Roger, Cliff, Fred and Tom Loughran. The other guys were convinced they were the 'A' team, but we didn't think so! Tom Loughran, his son, another friend and I also brought Mongoose home in 11 days with stops in Turtle Bay, San Diego, Newport and Santa Barbara. It was uncomfortable and tiring, but we got off easier than the little boats.'

Bill Ormond — age 48, mortgage broker, Pleasanton, owner of the Express 37 Pazzo Express (winner of 3 of the last 5 national championships), St. Francis YC. "This was one of the finest sailboat rides I've ever gone on! The company was great and so was Mongoose - it's a big surfboard, a lot stabler than the Express. It was 20000 easy to steer, and as a watch captain I could hog the helm any

1991 Newport-Cabo Race Fleet Yacht Club Yacht Skipper Corr.Time IOR-A Silver Bullet John Delaura Waikiki 83.453 Davis Pillsbury Kirk Wilson 2 Holua SC 70 Newport Hrbr. 83,864 Merlin* (3) Cabrillo Beach (3)Lee 67 84.000 3 Mongoose SC 70 Cliff Wilson 84.328 Richmond Joseph Jaconi Brack Duker Kathmandu SC 70 Cabrillo Beach 84.729 Evolution SC 70 California 90,100 IOR -B Strider 15 N/M 55 Barbara Colville Newport Hrbr. 101.122 2 Cantata II 16 Andrews 53 **Brook Gifford** Cabrillo Beach 101.301 Hana Ho 17 SC 50 Rolfe & Julie Croker San Francisco 101.439 18 Allure Chuck Jacobson Monterey Pen. 101,576 SC 50 19 Medicine Man Robert Lane Andrews 56 Long Beach 103.286 IOR-C Jerry Montgomery Jack Woodhull Alamitos Bay 6 Patriot J/N 40 90.163 Persephone R/P 42 California 90.472 3 8 Free Enterprise Andrews 42 **Charles Brewer** Lido Isle 90,649 4 9 Blade Runner Mick Shlens Express 37 King Harbor 90.668 Illusion Peterson 44 1.0 David Fell SLYC 90.949 6 **Eclipse** San Diego 11 N/M 43 Bill Bannasch 91.258 Ariel Hugh McIntyer Mel & Bud Richley 12 Tradewinds 40 California 92,662 13 Amante Choate 48 Lido Isle 94.232 Chayah Alamitos Bay Vallecelli 50 Oscar Krinsky 96.570 IMS-A (1) Meriln* (1)Lee 67 Kirk Wilson Cabrillo Beach 65 859 Cantata II Andrews 53 **Brook Gifford** Cabrillo Beach 78.979 2 10 Strider N/M 55 **Barbara Colville** Newport Hrbr 80.228 11 Hana Ho SC 50 Rolfe & Julie Croker San Francisco 80.511 12 Allure SC 50 Chuck Jacobson Monterey Pen. 82.607 IMS-B **Richard Teague** Mar Caballo Farr 1020 Santa Barbara 66.046 Peie Swan 431 Jim Emmi Bahia Corinth. 67.170 Blade Runner Express 37 Mick Shlens King Harbor 68.374 Free Enterprise 42' Sloop **Charles Brewer** Lido Isle 70.434 Gotcha J-44 Learned/Amberg King Harbor 73,247 Witch Doctor 6 J-44 **Nell Barth** Newport Hrbr 74.043 Amante Choate 48 Mel & Bud Richley Lido Isle 74.357 Phantom Jack Clapper Norman Williamson St.Francis 74.567 Concorde Newport Hrbr

TransPac with Zamazaan. In fact, I've chartered back Pazzo, which I just sold, for the summer racing. Take it from me, 'if it

* Unofficial entry; valid rating certificate not on file.



Approaching Cabo after 3 days and 20 hours on the course: Even E-ticket rides come to an end, but the memories linger on.

time I wanted."

"I'm a big believer in chartering. I've chartered before as part of a five-man syndicate that won Class A in the '81

floats, flies or is fun — rent it!" (Ed. note this isn't exactly how 'Bronco Billy' said it, but it's close enough.)

Cliff Wilson — age 44, lawyer, Pleasant Hill, former owner of a one tonner (Troublemaker), currently a 505 sailor and main trimmer on the Express 37 Ringmaster, Richmond YC. "I think we were successful for a number of reasons: our combined skill and maturity for one. Norman Davant was another - in my opinion, he's the best 'corinthian sailmaker'

"I feel pre-race organization played a big factor: the syndicate received lots of memos detailing individual and general responsibilities, all-hands positions, finances, insurance (our deductible was "only" \$10,000) and even written objectives of The Better Boating Syndicate: 'Our ultimate responsibility to each other is to do our own personal best and to support our mates in doing their best. This includes, but is not limited to: being aware of our limits. . . responsibility for safety. . . and taking and giving advice objectively.

"I think we succeeded in meeting those objectives; personally, I had a marvelous time. It was an 800-mile giggle! We're already talking about doing the '93

TransPac."

— latitude/rkm

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RAINY DAY

Being the world class procrastinators that we are, we put off doing this by-now traditional Latitude feature on spring prep until the last minute. Maybe we were waiting for the literal arrival of spring on March 20 (we weren't) or a sunny weekend (there weren't any in March). . . or maybe we just like to put things off to the end because we secretly enjoy staying up all night, drinking too much coffee and generally ruining our health the last few days of every month. At any rate — with our monthly deadline just two days away — we finally ran out of excuses and jumped into the car for a quick tour of Bay Area boatyards.

Unfortunately, it was raining cats and dogs that Saturday afternoon and the yards were mostly deserted. But lousy weather has never stopped us before, and in between downpours and traffic jams, we managed to track down a random sample of modern-day Noahs puttering around on their arks. Most were oblivious to the rain—'boats and water go together' said one; 'we've got a race coming up' said another; 'summer's coming, we've got to be ready' and so on.

Assuming it ever stops raining, we might even go for a sequel next month — Sunny Day Boatyard Projects. Let us know if you, or someone you know, is up to something interesting.





BOATYARD PROJECTS

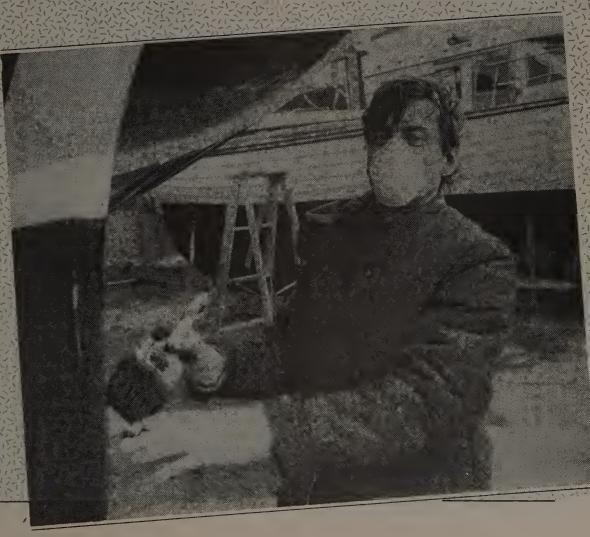


Dave Willke (above, not about to get out of his truck), Mariner Boat Yard (Alameda): Willke, a J/Boat salesman and owner of a new unnamed J/24, drove by as we were poking around Mariner Boat Yard looking unsuccessfully for subjects to interview. "What are you doing over here? An article about boatyards? In the rain? What are you, nuts? Who would be working on their boat when it's pouring?" Girlfriend Carol Baker, in background: "Why not just interview Dave about his new truck? It's as big as a boat!"

Ed Porcella (below), Drabanten, Folkboat, Svendsen's (Alameda): "I am smiling!" insisted Ed Porcella through his mask in response to our request. Despite the rain, we found Porcella happily applying black copper bottom paint to the bottom of his recently purchased 1958 Folkboat in the rain. "This stuff must be for pros," Ed figured. "It's completely toxic and doesn't come with any kind of instructions." Porcella, a college professor, was readying Drabanten ("some kind of medieval Danish name that has something to do with chivalry") for his first season of Folkboat racing as a skipper. "I'm psyched up," he allowed, "But I'm still trying to line up crew."

Steven (above left) and Don Jesberg, E-Ticket, Etchells 22, Anderson's (Sausalito): The Jesberg brothers and Kenny Keefe were the only dry ones we interviewed: they were putting the hardware on Don's brand new Ontario Boatworks-built Etchells (hull #877) inside a shed at Anderson's. The trio is aiming at winning the E-22 Worlds on the Bay this August. "Our first race is on April 7," said Don, a stockbroker. "We'll find out what we have then. We're hoping this will be a breakthrough boat!"

George Knolle (left), Stormalong, Hartog 36 custom, Allemand Brothers Boat Repair (Hunter's Point): George Knolle, a delightful and modest gentleman who will turn 80 in mid-April, was pretty excited when we met him, and with good reason his homebuilt wooden boat was scheduled to be launched the following Tuesday after 16 years of construction. "She's a fairly faithful replica of Joshua Slocum's Spray, and I built every bit of her from the keel on up," explained George, a great-grandfather and retired jack-of-alltrades. "I had no idea it would take this long, but I have no regrets. I've made a lot of good friends along the way." Look for more on George and Stormalong in next month's issue.



RAINY DAY BOATYARD PROJECTS

Karl Gillette (above), Limbo II, Amens 38, Cal Coast Marine (Richmond): Some people, like Richmond's Karl Gillette, had an excuse to be working in the rain — he was getting paid to do it. Gillette, the English-born proprietor of International Yacht Services (primarily a rigging concern, their shop is located behind Whale Point Marine) was scrubbing down Limbo's decks when we wandered by. "Isn't this rain great?" asked Karl cheerfully. "Not to mention it's helping me clean up the mess I made sandblasting the hull. What a hateful job that was — don't ever sandblast anything if you can avoid it!"

ALL PHOTOS LATITUDE/ROB

Clark Hemphili (below standing) and Doug Simms (sitting), Aquaholic, San Juan 28, Sanford Wood (Richmond): Partners and cousins Hemphill, a Napa pharmacist, and Simms, a San Jose engineer, were just finishing up a rather stinky project. "Our head died in the line of duty, so we've been replacing it," they explained. "What a mess! It took four trips to the store, and it ended up costing a lot more than we expected. A portapotty or just a bucket looks pretty good right about now!" The cousins are looking forward to summer: "We're not into racing. We just like to cruise around the Bay and Delta with our families and friends."





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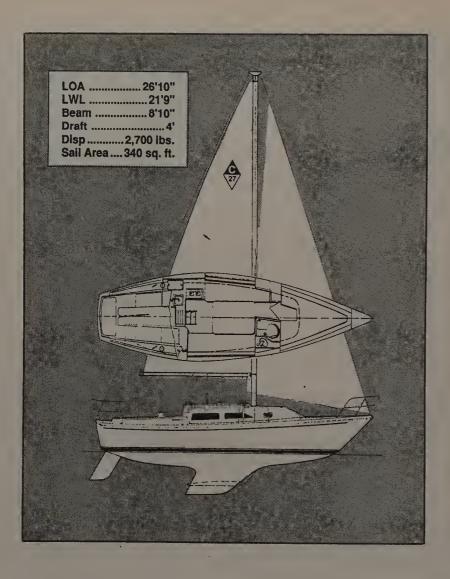
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CATALINA 27

You'll find them in just about any marina on either coast. They're common in anchorages in Mexico, the Pacific Northwest, the Great Lakes, the Chesapeake, the Caribbean. Occasionally, you may even spot one or two in the remotest cruising grounds of the globe.

Then again, you could hardly expect less from a boat nicknamed the 'Chevrolet of Sailing'. It's true: the Catalina 27 seems to be everywhere. And for good reason. Like Louis Chevrolet's motorcars, Catalina 27s offer simple, solid, affordable and dependable transportation to sailors of almost every type and skill level.

Also like Chevys, there are lots of Catalina 27s around. In the last 20 years, some 6,600 have been built, making them one of the most numerous one-design yachts ever produced. Locally, between 500 and 600 Catalina 27s are homeported on the Bay.

The 27 came about as a direct result of the success of Catalina's first endeavor, the 22. So popular was the little trailerable (our Boat of the Month in June '83) that when Catalina's Frank Butler figured it was time to expand the line in the late '60s, he turned to the experts — Catalina owners. They said build a boat with the same good handling and dedication to quality as the 22, just add more room. The design team of Butler and Bob Finch did just that, and the Catalina 27 was an immediate hit. Due largely to the success of these two designs, San Fernando Valley-based Catalina Yachts (which nowadays lays claim to eight additional designs in the 28 to 50-ft range, as well as the Capri and Nacra Cat lines) has yet to mount a serious national advertising campaign. "If we continue to build a good product," says Butler, "our customers will be the salesmen."

Since its introduction in 1970, the 27 has evolved through three deck and interior arrangements, including the 'tall rig', which came out in 1972. Though originally marketed as a family cruiser, sailors soon discovered the 27 was also a fun boat to race. So, in a move common among manufacturers at the time, Catalina offered a high-aspect, small-bowsprit sailplan which made the boat competitive



under the then-new IOR criteria. Though it never gained the popularity of the standard (especially around these windy parts), the tall rig still does well in light air. As recently as the 1990 Nationals on Chesapeake Bay, a Silver Fleet (non-spinnaker) tall rig 27 beat out six Gold Fleet (spinnaker) standard boats in overall standings.

1983 saw major changes. Although the hull shape has remained unchanged throughout the production run, the liner and inside bulkheads were jockeyed around that year to give the boat more interior room. Already big inside for its size, the upgrade really made the 27 "feel" like most 30 footers of the same vintage. The venerable Atomic 4 gas engine was also dropped in 1983 to make way for the Universal M3-20 diesel that is now standard fare as an inboard auxiliary. For outboard powered boats, the lazarette-mount, hole-in-the-transom system was dropped in lieu of the more simple and



convenient transom bracket in use today. Other options and updates over the years have included a shoal-draft wing keel (particularly popular in the shallow waters of Florida), a mid-boom main traveler, a redesigned anchor locker in the bow and an enlarged main hatch.

The net result is a thoroughly modern boat that remains faithful to its roots as a simple, affordable family cruiser. Amenities in all models include 6-foot headroom, comfortable berthing for four (or six if you're really cozy), the usual compact galley accommodations (sink, fresh water tank, alcohol stove, ice box), and a marine head or portapottie. Its diminutive 4-ft draft makes the 27 a natural for exploring the Delta, where the large cockpit can double as a berth under the stars. Underway, the 27 is a well mannered and relatively dry boat, even on the Bay in summer chop.

Racers, of course, are more concerned with performance, and with

its fin keel and medium displacement, the Catalina 27 delivers there, too. It will go to weather at 30 to 35 degrees apparent and is very forgiving of heavyhanded driving — although it rounds up easily when overpowered, probably due to its raked spade rudder. It will move in as little as one or two knots, but doesn't really show its stuff until the wind gets up to about 10. From there until about 25 knots, when you're carrying the smallest headsail and a reef or two in the main, the boats are the most fun. Above 25, it's a lot of work no matter what sails are up.

With a factory 110 jib, a full main, clean bottom and the usual five or six-person racing crew aboard, the boat will easily hit hull speed — $6\frac{1}{4}$ knots — in 15 to 18 knots of wind. Blinding runs of over 10 knots have been reported broad reaching under spinnaker in about 30 knots of wind, but what do you want from what one local surveyor









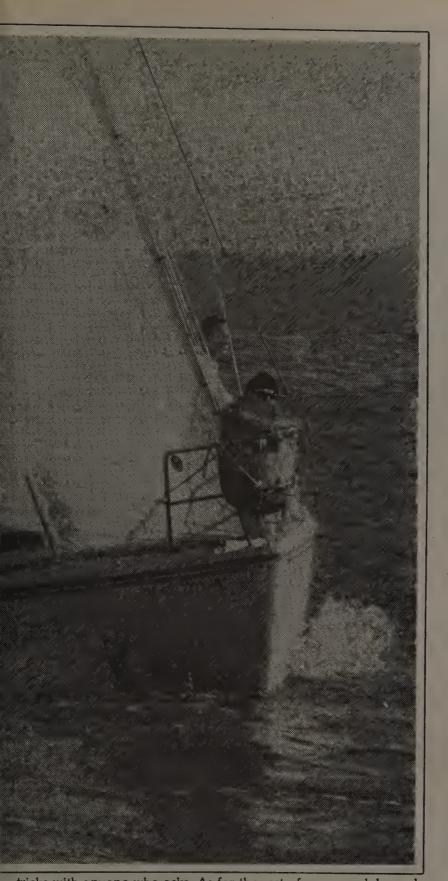
refers to as a "plain vanilla" boat?

In local one-design racing, inboard and outboard-equipped boats compete without handicap. In light air, with less weight and (prop) drag, the outboard boats have a definite advantage. At about 20 knots, the advantage shifts and those 450 extra pounds of engine in the inboard boats becomes useful ballast (or so the theory goes). John Jacobs took first place honors in Fleet 1 several times with his inboard-equipped II Shay before he moved up to a Catalina 30.

The local one-design fleet rules restrict jib size to 120% and do not allow spinnakers. This is to encourage more participation, keep the costs down and, most importantly, keep it fun. Catalina 27 owners who like kite-flying can do so in PHRF events. In handicap racing, outboard-equipped boats carry a 198 PHRF rating; inboards, 204. Boats with similar handicaps include the Cal 2-27 and the Thunderbird. A typical race in which all three boats compete will see the Cals slightly ahead, with the Catalinas and T-birds fairly evenly matched. The Thunderbirds generally show an advantage in light air, which reverses as the wind picks up.

Catalina 27 one design fleets are active in many areas of the country with a national championship regatta held annually at rotating locations. In Seattle in 1989, Bay Area sailors Ray Nelson and Ed Durbin brought home first place trophies in the Gold and Silver Fleets, respectively. The 1991 Nationals will be hosted by Catalina 27 Fleet 1 on San Francisco Bay in September.

The Catalina 27 is not without its flaws. One that might or might not be, depending on your mechanical bent, is engine accessibility. With precedence given to interior accommodations, there remain some places on the boat that would make a sardine claustrophobic. One of these is the engine compartment. If you're there to work on anything past the very front of the motor (accessible through a nice, large 'hood' under the companionway ladder), good luck. To reach just about anything else having to do with the engine or transmission, you must go through very small access hatches in the port cockpit locker or starboard quarter berth. As you might expect, diehard doit-yourselfers have devised ingenious ways of accessing the engine (via new and bigger hatches) and are more than happy to share their



tricks with anyone who asks. As for the rest of us, come lube-and-tune time, inaccessibility offers the perfect excuse to hire professional knuckle-skinners.

The vang/boom attachment yolk can be another trouble spot on some boats. Corrosion here can cause boom failure, usually at the most inopportune time. The factory offers a low-cost replacement system that will eliminate the problem.

And while we're on that subject, in yet another parallel to Chevrolet, Catalina Yachts stocks one of the largest inventories of fixes, upgrades and spare parts of any manufacturer. Just the fact that they're still in business is a big advantage over most other marques. And factory support for Catalina owners is second to none. A good example are the mild steel exhaust manifolds that came on Atomic 4-equipped boats. After about five years, many tend to start leaking water and/or exhaust. Though it wasn't even a Catalina part, the company came up with a fix: a stainless steel manifold that at \$90 is darn near as cheap as you could have one fabricated. (For a complete list of upgrades, write the company at the address listed at the end of

CATALINA 27

this article and be sure to include your hull number for reference.)

One flaw the Catalina fortunately does not live down to is the allegation by some that it's poorly (or too lightly) built and won't hold up in rough going. It's hard to tell how any rumor gets started, but this one is particularly irritating to the Catalina faithful. As a fleet in good standing in ODCA, 27s have been bashing around Pt. Blunt in 25 knots and 5-knot ebb chop with the best of them for nearly two decades, incurring no more than the usual amount of wear and tear.

And remember the weekend of Sgt. Schultz's Wild Ride across the Berkeley Circle two years ago? Although the J/24 of the same name got all the glory (in a Latitude photo spread), the Catalinas were among many fleets also out there ready to race in 40 knots of wind with gusts over 50. MYCO eventually cancelled the Sunday race because of too much wind — it was still a wild ride home under 80 and 90% jibs and reefed mains — but it was obvious the 27s handled the conditions as well as any boat and better than some — although the sanity of the crews was pretty questionable. And please note that several of the most successful Catalina 27 racers compete with '70s-vintage boats, including Ray Nelson's Freya, Karl Dake's Pert, Ed Duroin's Catalyst and the fleet's oldest boat, Ernie Dickson's Wild Cat, which was launched in 1971.

Although never intended for extended offshore sailing, a number of 27s have also done extensive coastal cruises. In fact, author Richard Henderson writes at length of the virtues of the 27 in his book Single Handed Sailing. He compares it favorably to several tried and true bluewater hulls and states, "Frankly, the Catalina 27 would not be my choice for extended offshore work. . . I am including it here because it is quite easy to singlehand, is readily available, and offers more boat for the money than almost any other I know."

Patrick Childress put that thinking to the ultimate test. In the early '80s, he completed a solo circumnavigation from San Diego in a Catalina 27. Although modified for long passages, *Juggernaut* suffered no major breakdowns or structural problems during the 2½-year voyage, despite a wide range of open ocean conditions encountered.

So whatever type of sailing you do, there's a 'Chevrolet 27' to fit your lifestyle. And with so many made, bargains in used boats are there for the taking. If you don't mind a bare-bones fixer-upper, you can get into one for around \$8,000. Want a late-model, turnkey 27? Expect to pay from \$15,000 to \$25,000, depending on the amount of bells and whistles. Naturally, inboard-equipped boats are a little more pricey than the equivalent outboard model. There are lots of either to choose from. In last month's issue, we counted an even dozen 27s for sale — six in brokerage ads and six in Classy Classifieds

If only new will do, a nicely equipped 27 runs about \$38,000. In the size range, you still can't do much better. The only comparable boat still being produced is the Hunter 27 — which to continue our analogy carries more of a 'Buick' image and price. Ironically, however, no new 27s were built in 1990 because of its two main competitors — itself (there are too many good used 27s around) and its newest sibling, the Catalina 28. This 1989 design is "well worth the extra \$6,000," says a local dealer who reports it's selling well.

That may be so. But even faced with the latest in design and technology, one can hardly deny the appeal of a 20-year old design that has nothing left to prove — not to mention an active and well established association that offers a full docket of racing, fleet cruises and social functions through the year. All things being equal, if it came down to a choice between the two, we'd be hard-pressed not to pick the 'Chevy' every time.

- gary hausler

Catalina 27 Fleet 1 can be reached by writing or calling Steve Rienhart, Fleet 1 Chairman, 1450 Oakland Rd. #66, San Jose, CA 95112, (408) 266-7219; or Michael Creedon, (415) 664-1035. Catalina Yachts is at 21200 Victory Blvd., Woodland Hills, CA 91367, (818) 884-7700.

PUERTO VALLARTA:

he birth rate in Mexico has always been high, but it can no longer match the exploding berth rate.

In the '70s there were virtually no berths for cruising boats wandering south of the border. By the '80s, there were a couple of

ALL PHOTOS LATITUDE/RICARDO DEL SUR

MVM also has docks in the water for Marina Ixtapa, which is just over the hill from Z-town. All 600 of those berths are expected



Marina Vallarta, one of many marinas popping up South of the Border these days.

rough wooden dock affairs with minimal amenities. In the '90s, however, Mexico appears to have gone marina mad. And they're not going mad for primitive marinas such as the one that was built in Puerto Escondido and blew away six months later. The new ones are state-of-the-art in design and quality, rivaling the best that California and Europe have to offer.

While there are examples of such marinas in both Cabo San Lucas and La Paz, it's Puerto Vallarta's two-year old Marina Vallarta, a 445-acre, \$800 million destination resort/marina, that has set the new standard.

Marina Vallarta is the inaugural project for Marina Ventures of Mexico (short for Marina Ventures Internacional S.A. de C.V.). The Mexican half of this Mexican/American cooperative is the huge industrial concern, Grupo Sidek, one of only five such companies traded over-the-counter in the United States. Grupo Sidek thinks in terms of huge developments and likes to leave the minor details, such as the construction and operation of marinas, to experts. This is where the American companies, Marina Ventures International Ltd. of Baltimore, came into the picture. They have planned, engineered and built over 250 marinas on five continents.

These folks not only think in terms of big marinas, but lots of them. Phase One of Marina Vallarta features 400 berths for lease or purchase, and another 160 townhouses with berths at adjacent Isla Iguana. Phase Two of the 1,253-acre, \$2.3 billion resort, will add another 500 berths and reroute the main road into Puerto Vallarta through a tube beneath the marina! (Scheduled to start in February, Phase Two has been temporarily delayed by concerns over the scuffle in the Persian Gulf.)

to be operational by the end of the year. Construction of La Marina Acapulco is also well underway, and all 250 berths should be ready for occupancy by summer. In Ensenada, final site selection for a 100 berth marina is underway. That should be welcoming sailors by next spring.

MVM's grand plan envisions similar marinas at Los Cabos, Mazatlan, Manzanillo, Huatulco and in the Sea of Cortez.

eteran cruisers might understandably be leery of marina quality in Mexico, what with the short-lived fiasco at Puerto Escondido, the comically misplanned and mismanaged Nuevo Vallarta, and the strange contraption behind the Gran Baja Hotel in La Paz. A tour of Marina Vallarta would promptly put an end to those anxieties, however. Everything is top rate, from the pilings and concrete docks to, unfortunately, the berth rates. Typical standard features include certified pure water, 110/220-volt electricity with individual meters, cable tv hookups, dock boxes, shower/toilets and laundry facilities. A cruiser from the Pacific Northwest claims the restrooms rival any he's seen anywhere.

Security strikes the proper balance between tight and stifling. Cruisers berthed in Marina Vallarta report that J.J., the marina manager, is very good about putting boats in the right 'neighborhoods'. The quiet, more sedate folks are on one dock; the boisterous, party-loving folks on another.

Before starting construction, Grupo Sidek officials toured all the major marinas on both coasts of the United States to get ideas and learn from mistakes of others. One thing they didn't like about Marina del Rey, for instance, is that people can't stroll around the interior perimeter. So at Marina Vallarta there is a wide, mile-long malecon (promenade) that's ideal for strolling or jogging. Behind the malecon are ground-floor retail shops selling everything from groceries to dinners to clothes to tickets back to Los Estados Unidos. Above the shops are some 1,200 condos, 85% of which have been sold, say MVM officials — more than half to Mexican owners. For all its economic woes, Mexico has a large and growing middle class.

Before Marina Vallarta was built, cruisers used to have to anchor in the ferry harbor, dinghy to shore, then catch a bus to town in order to provision. No more. Just a five-minute walk from the marina is a big mall with a Dennys, Woolworths and Price Club. "If I needed to provision for a trip to the Marquesas," said one cruiser, "I'd rather do it here than in San Diego."

For the single male sailor seeking a lady sailing companion for the day or a mate for the rest of his life, Marina Vallarta is not the worst port on the Pacific Ocean. Not only do the condos surrounding the marina house fly-in vacationers from the States and Canada, but there are two upscale hotels between the marina and beach. And it's only going to get better. Next year the Ritz Carleton will be opening up a \$100 million Japanese-financed hotel next door, and the Conrad Hilton chain will be doing the same. If companionship can't be found, there are other diversions: an 18-hole championship golf course is just a five iron away, tennis courts are just a long lob from the docks, and margaritas are everywhere.

Marina Vallarta's location and cumulative



END OF THE INNOCENT AGE

attractions are such that Bill and Debbie Saylor of Excalibur, a CT-54 from Port Angeles, went ahead and "after much wheeling and dealing" bought a berth. "We did a lot of careful research and decided this is the best home base on the west coast. It has everything we've been looking for: excellent facilities, warm, hurricane-free weather and easy airline connections. It's our home now."

The Saylors, incidentally, are among the most organized cruisers we've ever met. Equipped with a Leading Edge computer, everything on the boat from cans in the galley to the last nut and bolt in the spares locker is inventoried. "It's a lot of work to delete every item you use," admits Debbie, "but it's worth it." They also use the computer to receive fax reports, track business and insurance interests and play computer games. The Saylors precise organization is the result of long term planning: an entry in Bill's high school yearbook says his dream was to sell everything at age 38 and sail around the world — and he's doing it!

The staff at Marina Vallarta also gets excellent reviews. "If you call Carl the dockmaster or J.J. the marina manager on 16 just before you arrive, they'll tell you where to tie up, and a member of the uniformed security staff will be there to catch your dock lines," said one happy camper. "The congenial staff then welcomes you to P.V. and signs you in with a minimum of paperwork and no hassles whatsoever. Leave them a major credit card and you don't even have to make a deposit. They'll even let you use the marina fax machine for free." The staff is reported to be most helpful,

Marina del Rey? Nope, it's PV's new and beautiful Marina Vallarta.

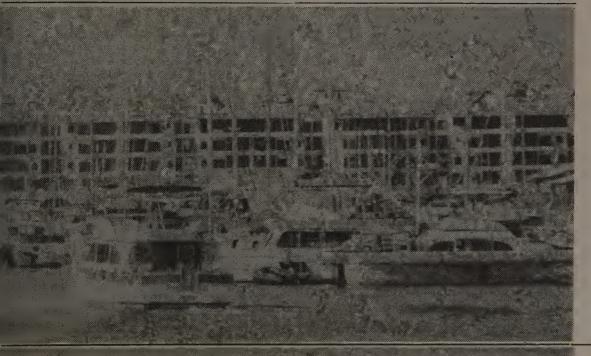


John and Pat Sprouse of the Farr 46 'Beach Party' were pleased with the new facilities.

and with phones to the marina office at the top of each ramp, easy to reach.

The only real complaint we heard about the marina was with regard to water pollution. Cruisers said that the marina staff trusts that tenants will use the clean restrooms or their boats' holding tanks (they do have a portable 'honey barge'), but that in some cases that trust is misplaced. Most folks hope the management will crack down on those unwilling to use holding tanks or too lazy to walk to the shoreside facilities. Given all the pollution that enters the still marina waters from street runoff, though, it's unlikely that the marina water will ever be really clean. This is not the kind of place where you jump in and clean your bottom.

 $\mathsf{G}_{\mathsf{iven}}$ the top-rate California-style





Gate keys are unnecessary when you have 24-hour armed security guards to let you in.

facilities and service, it shouldn't come as any surprise that Marina Vallarta charges the same as California equivalents — in other words, roughly \$10/foot per month. John and Pat Sprouse of the Portland-based Farr 46 Beach Party report that the berthing costs them about \$20/day on the daily rate and \$15/day on the monthly rate.

Readers may remember the Sprouses as doing well in the first 600 miles of last year's West Marine Pacific Cup, at which point the support for their deck-stepped mast began to fail and they were forced to drop out. The owners of a whole series of boats — they won overall honors in the 1976 Swiftsure with an Ericson 29 — that wasn't the first major problem they'd had with the Kiwibuilt 46-footer they like so much. They were sailing wing-on-wing at 16 knots off Astoria during their first offshore passage together when the keel-centerboarder broached unexpectedly. An investigation revealed the cause: the wire securing the 2,000-lb centerboard had corroded through, allowing the centerboard to sink to the bottom of the ocean. Refitted with a full size fin keel and a larger rudder, she now reportedly performs better than ever.

One thing Pat really appreciates about Marina Vallarta is the one-mile malecon, as it gives her a great place to run. "One of the biggest adjustments I've had to make while cruising is not getting my cardiovascular work-out everyday. I was addicted to them before we left, and now I run on anything to get one." Unable to take a gym along on the boat, Pat's recently been working with out with two small dumbbells, getting her aerobic fix with them.

Puerto Vallarta reportedly gets 330 days of sun a year, albeit mostly hazy sun. June

PUERTO VALLARTA:



Nuevo Vallarta: the docks may be falling apart, but the price is right for budget cruisers.

through August are considered the off-season, when heat, rain and humidity make life less than comfortable. Even in the relative cool of winter, the mostly-enclosed Marina Vallarta can be plenty hot and humid when the wind doesn't blow. Fortunately, Banderas Bay has perhaps the most consistent afternoon breeze in Mexico, which brings both great sailing and welcome relief to those in the marina. With La Cruz, Mismaloya, Yelapa and the Tres Marietas all within daysail distance, Marina Vallarta makes a good home base. Or charter base — Marina Vallarta is home to one Mexico's largest crewed-yacht charter fleets.

hile Marina Vallarta is certainly a good facility for transient cruisers, marina owners figure many of their slips will eventually be occupied by foreign-registry boats on a permanent basis. Indeed, with San Francisco just three hours away by air and Los Angeles even less, it's becoming more reasonable for folks to commute to their boats as they might a condo in Tahoe or Hawaii. While it's a relatively new concept to folks on the West Coast, many English, German and Scandinavian sailors routinely base their boats in the Med. Basing a boat in Mexico gives California sailors an opportunity to enjoy the best of both worlds: cruising and the semi-fulfilling rat race.

It's now legally possible to commute back and forth between a boat and the States because both Marina Vallarta and the nearby Opequimar Boatyard — as well as other marinas in Mexico — are now able to bond



The electrical box at Nuevo Vallarta: an accident waiting to happen.

foreign vessels in Mexico. The bonding eliminates all the need for Import Permits and is valid for up to five years. Once your boat is bonded with a marina or boatyard, you're free to travel anywhere in Mexico. The charge? Opequimar's manager said, "The service is free to our tenants or anyone who stays with us a couple of nights."

In equally promising news, MVM is lobbying the government for the authority to

handle all the paperwork now done by the Port Captain and Immigration. Wouldn't that save some taxi fares and hassles?

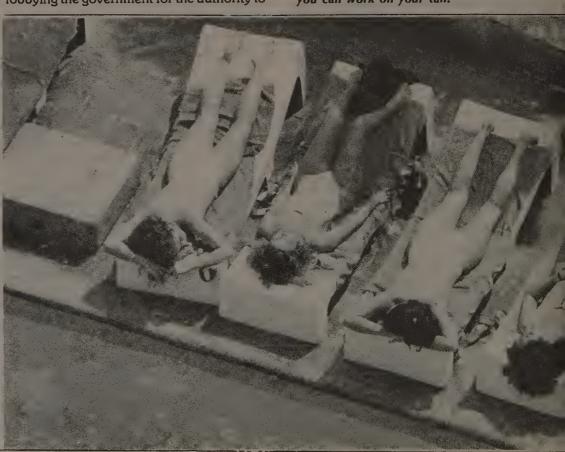
Opequimar Boatyard is certainly one of the finest in Mexico. In addition to very new and clean grounds, the two-year-old yard has 24-hour security and the only 35-ton Travel Lift in all of Mexico — although additional Travel Lifts are slated for the marina boatyards at lxtapa and Los Cabos. A haulout and launch is about \$180 for a 35-ft boat, while Z-Spar bottom paint goes for \$78/gallon and Proline, \$90/gallon. All labor, no matter if it's unskilled like scrubbing a bottom or skilled like welding, is \$35/hour.

"I was pleased with the work they did on my sportfishing boat," said Mel Willis, owner of a DeFever 52 headed for the Caribbean, "but I was a little surprised at the labor rate. I could have had the work done in San Diego for the same price." Boatowners are, however, allowed to do their own work.

The fee for using the trailer launch ramp is \$30, while dry storage is 20 cents/foot per day. Dry storage includes a twice-a-month washdown and engine start-up. The washdown is essential as the boatyard is in the lee of all the construction at the Ritz-Carleton and Conrad Hilton sites.

The Opequimar Yard, which is also connected with Grupe Sidek, is managed by Salvatore Sanchez and his right hand man, 'Johnny Vallarta'. Affable Sanchez spent 20

When you get done working on your boat, you can work on your tan.



END OF THE INNOCENT AGE

years as a commerical diver in the United States and North Sea. In addition to boatyard, there is a chandlery that as yet carries only the most basic supplies. However, as dealers for brands like Yamaha and Bertram, Sanches claims to sell at prices as low as any in California and Texas.

Opequimar also operates the fuel dock. In February, diesel was going for 565 pesos a litre, with a 50-peso-a-litre dock surcharge and 15% tax. Sanchez admitted that this was about 25% more than at Nuevo Vallarta. In defense, he pointed out that his fuel dock was brand new, featured deep water and is much more convenient for most boats.

Ah yes, what about Nuevo Vallarta, which not too many years ago was hailed as the exciting new marina/condo complex in Mexico? The fact that all the several hundred berths were just 30 feet long should have tipped everyone off to the fact that this project hadn't been completely thought out. That the entrance has been allowed to periodically shoal suggests that Nuevo Vallarta was and remains under-financed. May the patron saint of investments help those who bought a berth in this development, for it's rapidly approaching nautical ghettohood.

Individual dock boards are warped, giving each and every one the potential to trip the unsuspecting or inebriated pedestrian. The cleats and rubber rub rails are either undersized or have disappeared and sinks have been ripped off the walls of the messy





The Burke family agrees wholeheartedly with those Nike ads: 'just do it!'.

restrooms. The marina hasn't seen a can of paint in years, and Unbridled Nature has been awarded the landscaping contract. But most atrocious of all is the electrical system. Some tenants told us the only way to get juice is by twisting the marinas hot wires onto the plugs of boat shorepower cords. Tenants have apparently done this with success, but seeing as more than one yachtie has been electrocuted by faulty marina wiring in Mexico, it's not something we'd let a loved one do.

The irony of it all is that Nuevo Vallarta, has more sailboats — about 75 — than Marina Vallarta. For while the dark cloud of ramshackledom hangs over Nuevo Vallarta, the silver lining is low berth rates. Whereas the folks on Beach Party were paying about \$20/day at Marina Vallarta, it would have only cost them about \$8/day at Nuevo Vallarta — and that's only once the harbormaster got around to checking them in, something that often takes three or four days. As noted earlier, fuel is also about 25% cheaper at Nuevo Vallarta. The low prices have a powerful attraction to thrifty cruisers, who constitute almost the entire PV sailing fleet.

Despite it's dreadful appearance and conditions, Nuevo Vallarta does have drinkable water, peace and quiet, and thus has become very popular. "Yes, it's too far from town and there's only one restaurant in the area, but it's comfortable, you can leave your boat in safety while you travel home to

the states — so cruisers are finding it difficult to move on," reported one tenant.

The one thing Nuevo Vallarta does have going for it is a tremendous sense of community; they have their own morning net, and plenty of potlucks, parties, seminars and other group events. For those willing to tramp through a field of goats, it's said to be just a short walk to "the greatest little fruit stand in the world".

he bottom line is that Mexico has more to offer sailors then ever before. When the MVM marinas are soon completed, it will almost be possible to luxury marina hop from Cabo to Acapulco. Certainly this will disgust purists, but it will probably also give them more privacy at the many remaining anchorages. The addition of luxury marinas will certainly make cruising Mexico more palatable to women and children.

Speaking of family cruising, it was at Marina Vallarta that we bumped into Brian and Susan Burke, with kids Timothy (7) and Deborah (5) of the Sacramento-based Abishag. After 20 years of reading about the cruising fun others were having, Brian, a retired fire captain, and Susan, a retired nurse ("We were tired") decided it was time to go. It didn't take long: they picked up the June '89 Latitude, saw the boat they always wanted, made an offer, and had it accepted — all in the same day! Like everybody else in Marina Vallarta, they seemed to be enjoying their decision.

- latitude 38

MAX EBB

t was almost time for them to close the boarding door, and the window seat next to me was still vacant.

"What good luck," I thought to myself as I moved into the empty seat and shifted my carry-on luggage. The aisle seat would have been acceptable, but that middle seat makes me claustrophobic, even on the one-hour hop to Southern California. Against all logic.

"Call it the 'Max 1000 Class' -simple, elegant and easy to enforce."

I'm especially nervous flying over water in the middle seat. I cringe every time the flight attendant intones, "In case of a water landing, use your seat bottom for flotation."

Thanks a lot. If only my company's clients could plan things a little more in advance, then I wouldn't have to deal with these last-minute reservations for last-choice seats on planes that are packed like sardine cans. But today I was lucky — the window seat was wide open.

I felt the cargo hatch under the plane slam shut, and then, looking diagonally across the cabin and out the port-side windows, I observed the jetway rolling away from the aircraft. That meant that the door was closed, and I was safe in my newly requisitioned window seat. So I slid my carry-on bag back to the middle seat before the man in the aisle seat had a chance to do the same. Then I stretched my legs and opened my newspaper. First, relax. Then some boning up for the big meeting in L.A.

But I was rudely interrupted halfway down the first column of the front page.

"Um, 27-J?" said a female voice, sounding completely out of breath and a little annoyed. "Excuse me, 27-J is my seat!"

My heart sank. Someone had slipped in just before the door closed. But that voice. . . . I looked up. It was, of all people, Lee Helm! A naval architecture graduate student from the University, and she looked like she had just run a marathon dragging a 20 pound Danforth anchor. So much for my peaceful hour of rest and preparation.

"Why Lee, what a coincidence!" I stammered. "How great it is that we have adjacent seats!"

"Wow, isn't that wild! I mean, first making the plane with five seconds to spare, and



then running into you."

I bumped and squirmed my way out into the aisle, and then followed Lee and all her

gear back into the middle seat, as per my ticket. I asked Lee why she was on her way south.

HIGH ON THE POSSIBILITIES

The new America's Cup Class boats have re-placed the old 12-Meters. Will 'half cuppers' do he same for 6-Meters?

"Just a long weekend home with my parents in Woodland Hills," she explained, still gasping for air. "And you?"

"Another quick business trip," I said. "But this time I might take the rental car down to San Diego on Saturday to get a look at the America's Cup boats that are in town for the Worlds next month. Maybe I'll even set up a charter for one or two of the race days."

"Sounds good. But don't do a charter. I mean, I know tons of people with boats down there who are planning to go out and

That would be great, Lee. I'm actually getting excited about the America's Cup again. Doing away with those 12s was the best thing that ever happened to America's Cup racing, and we owe it all to Michael

"Actually, Max, I thought the last Cup series was the most exciting one ever, at least from a naval architect's point of view."

I struggled to maneuver my carry-on luggage further under the seat in front of me, but it was just a little oversize and left virtually no room for my feet. Lee reached up and opened the air vent, and fanned the neck of her sweatshirt in an attempt to cool herself down from her sprint through the airline terminal.

"I can see why you would say that, Lee," I answered, "but the rest of us were disappointed."

The plane was finally moving, and the flight attendants started their pre-takeoff safety announcements. I deliberately spoke over the "seat bottom for flotation" line, in order to avoid hearing it again.

"At least this time," I added mindlessly,

"We can expect to see some good racing."

"Well, whatever we see," said Lee as she kicked off her running shoes, "it will be in much more worthy boats than those 12 Meters. What dinosaurs!"

"I can't wait to see the new boats firsthand," I said. But this reminded me of an idea that I thought Lee might be interested

he class we need now," I proposed, "is a half-scale version of the America's Cup class. Take the same measurement rule, but adjust all the limits so we get basically the same boat in concept, except just 40 feet

"Interesting idea, Max. Let's see . . . " She hit some buttons on her calculator watch. "About 4,600 pounds displacement and 750 square feet of working sail, for a half-scale 38-foot version. We'd have to tweak the rule some to make it work at that size - not much stability with those numbers — but I see what you mean. A type-forming

measurement rule that produces a modern ultralight monohull racer."

"It would be analogous to the 6 Meters," I ventured further, seeing that my idea was being well received. "Just like the 6s were often thought of as development and training boats for the 12s, this class, whatever it's called . . . !

"The America's Half-Cup class!" Lee interrupted.

... the America's Half-Cup class would be thought of as closely related to the full size Cup racers. They'd be cheap enough to be campaigned by local non-sponsored syndicates, and would keep a lot of interest up in the off-Cup years."

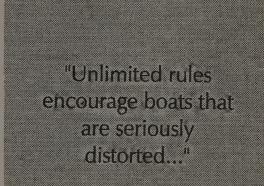
"I like it," Lee admitted. "But just think of how, 50 years from now, sailors all over the world would be cursing the obsolete boats that they have to race in the most important events. The America's Cup rule is so strongly type-forming, I don't think the designs would ever evolve very far."

"I guess that doesn't bother me so much, Lee," I explained, "because the new America's Cup Class will always seem very modern to me. For you young techies you've still got the unlimited classes like the Formula 40s or Ultimate 30s to follow."

Our plane was starting its takeoff roll, and Lee turned to look out the window for a minute as we accelerated down the runway, lifted off, and climbed up and to the left.

"The problem with those so-called unlimited rules," she finally answered, "is that they encourage types of boats that are very seriously distorted in certain ways, and don't really represent the fastest boats of the type."

"What do you mean? Ultimate 30s have essentially unlimited sail area. The only rule is 30 feet overall — anything goes. That seems like the purest form of development class racing there could possibly be!"



"Except the boats look silly, because everything on them is too big for the 30 foot length. And the minimum weight is set too high, which prevents real engineering skill and innovation from being rewarded. Some people even claim that the Aussie 18s are faster than the 30s. Same problem with the Formula 40s. The Formula 40 cats should be faster than the tris in some conditions, but with all the boats at the same minimum weight, you might as well build a tri."

"The 30s are fun to watch, though."

"For sure, as much as any sailboat race can ever be fun to watch. And only because they capsize so much. The basic problem is that a single-parameter rule, like these so-called unlimited or LOA rules, is really just as type-forming as IOR used to be. Except that the type it forms is even less practical."

Lee looked out the window again, catching a sweeping panorama of the city before we entered a thin cloud layer. From the way she was slamming those sailboat classes, though, I had a feeling that she had something else in mind.

"How would you specify an unlimited class, then, for spectator racing in a pro circuit?" I asked.

"There are several interesting possibilities, Max. I mean, conceptually, the single-parameter rule is valuable. It's simple enough so the fans can understand why the boats look the way they do. But this single parameter should be chosen more carefully, so that the type of boat the rule produces is very fast, technologically interesting, and exciting to watch."

know you have something in mind,"

"For sure! Instead of a minimum weight, there should be a maximum weight. Let's say 1,000 pounds, for example. No other rules, except maybe the race instructions would specify a certain number of crew so the races aren't always won by sailboards. Call it, like, the 'Max-1,000 Class'. Simple, elegant, and easy to enforce. Just weigh the

"Wouldn't you love to see one of Stars & Stripes' hulls break in half at high speed?"

boat, if it's less than 1,000 pounds, it's in. No limits on size, sail area, anything!"

"That would lead to some awfully flimsy designs!" I remarked. "Big catamarans, I guess. Built by aerospace firms. Maybe with



wing masts, like the Stars & Stripes catamaran. But they'd always be an inch away from falling apart!"

"Exactly. The fans would love it. But more important, Max, the dimensions of these machines would be completely unrestricted, so the designs would be shaped by the natural requirements of fast sailing and structural efficiency, and not by an arbitrary size limit. The best designers and builders would produce the fastest boats."

"I guess there'd still be plenty of capsize action," I conjectured.

"Probably. Along with the spectacular in-flight failures. Imagine the video footage. Maybe even require on-board cameras for televised events. Just think of the shot taken from the helm position when the forward cross beam buckles at 30 knots."

"For the spectators," Lee continued, "it's the same mentality as going to the car races. All they really want to see is a crash. And that's cool, especially considering that spectacular sailboat crashes can be essentially harmless, at least compared to anything motorized. For example, wouldn't you have loved to see one of Stars & Stripes' hulls

Open 30s — hard to sail, easy to crash, and funner than hell to watch.

break in half at high speed? Wouldn't you be ticked off if you missed it live?"

"Now you're talking! But realistically, Lee, do you think sponsors would really go for that kind of a sailing demolition derby?"

"Maybe, maybe not. The technology spin-offs would be incredible if they did go for this concept, though. Still, there are other forms of class rule definition that work better than what we have."

This meant that Lee had yet another wacky idea. "Okay," I asked cautiously, "what's your next proposal?"

"Claim-stakes racing. Each class is defined by a dollar value, and if you enter a race, it means that any other competitor can buy your boat after the race for that amount."

"You mean like in horse racing?"

"I don't know anything about horses, Max. But yes."

"So how would this work in practice?"

HIGH ON THE POSSIBILITIES



"Like I said. No rules except your boat is for sale. If the class is, for example, the \$25,000 class, your boat has to be for sale for \$25,000. Sure, you can go in with a boat that cost you \$50,000 to build, and you would probably win, but you could only do it once because one of your competitors would exercise their option to buy. To be safe, you would only race a boat that cost you less than \$25,000 to bring to the starting line."

I thought about this concept for a few minutes, while Lee looked out the window.

"That would only work," I said, "If there are a lot of races in the season, and no really big events that are much more important than the rest."

"That's probably correct," she said. "But the really interesting thing to think about is how these boats would be built. This class would be just the opposite of the Maximum Weight class. I mean, we're talking low-tech! E-glass and polyester, dacron sails, vanilla aluminum spars. Big, fast, and cheap!"

"What happens," I asked, "to a racer's current boat when they buy a competitor's boat? The person that sold the boat has the

cash to build another one, but the buyer now has two. So one gets dumped on the market as an ultra-fast daysailor?"

Lee nodded.

"Fast, cheap, and out of control!" I said.

"The real attraction of claim-stakes racing," Lee pointed out, "is that it avoids the technology war. So it's much more suited to amateur campaigns. No need to find a sponsor with a deep pocket."

"What about travel? Couldn't the travel expense, the logistics, easily get out of hand if you had to move the boat and the crew all over the country following a claim-stakes racing circuit?"

"Sure, totally. I mean, claim-stakes racing would probably only work for a local series. But there are, like, other solutions to the travel budget problem."

"You mean a class that's based on easy transportability?"

"You're familiar with the term 'box rule'? A class rule that limits most of the important dimensions, like the International 14 class, but still leaves the detail design open?"

"Okay, I know what you mean."

"In the case of the 'APL Rule', for example, the 'box' is literally a box. Like, the boat has to fit inside an American President Lines 40-foot shipping container. Maximum beam 7.5 feet, maximum length 39.5 feet, height from keel to deck 8.0 feet. Or the Sea-Land Rule, where it has to fit inside a 35 foot container. Or the CHP rule, where it has to be road-legal without a wide load permit. The CHP Rule also limits total length and weight, including trailer."

"You could end up with some strange-looking boats."

"But they'd be solutions to real problems, Max."

Then I suggested a class that was small enough to cartop, so that you could do a regional race circuit without even having to worry about a trailer.

"Better than that, Max. The Samsonite Class. The boat, foils, sails, everything has to fit inside a certain model of Samsonite luggage."

I envisioned traveling all over Europe with my race boat going along as check-though luggage. What strange craft could this "class rule" lead to?

"Inflatable with telescoping masts?" I

"More likely inflatable sailboards," Lee predicted, "possibly with kite rigs to avoid the problem of that telescoping spar, but like, a real bummer in light air."

Just then the flight attendant came by for our drink orders. I asked for a gin and tonic, Lee was happy with orange juice. We lowered our trays, took our drinks, and tore open our little bags of peanuts. The time was

"In claim-stakes racing, the only rule is that your boat is for sale."

going by quickly, but it was terribly cramped. My carry-on bag was eating up all the leg room, and there was no possibility to get up and stretch as long as the guy on the aisle seat still had his table down.

"Lee, have you ever seen a viable sailboat that could be made to fit inside a suitcase?" I asked, trying to get my mind off my claustrophobia and my cramped legs.

"For sure. But that's not the real challenge. The Samsonite Class is too easy to design to. What we really should do is start the Carry-On Class."

"Does that mean what I think it does?"
"For sure."

Lee's Southern California accent was getting thicker with every mile we flew in the direction of the San Fernando Valley.

"I mean, like, 17 inches by 15 inches by 10 inches. The airline's legal maximum for carry-on luggage."

"And you think you can get all the gear, including mast and sails and a rudder and a centerboard, into a bag that size?"

I pointed to the bag under my feet, which was actually a few inches bigger than the official maximum size in several dimensions.

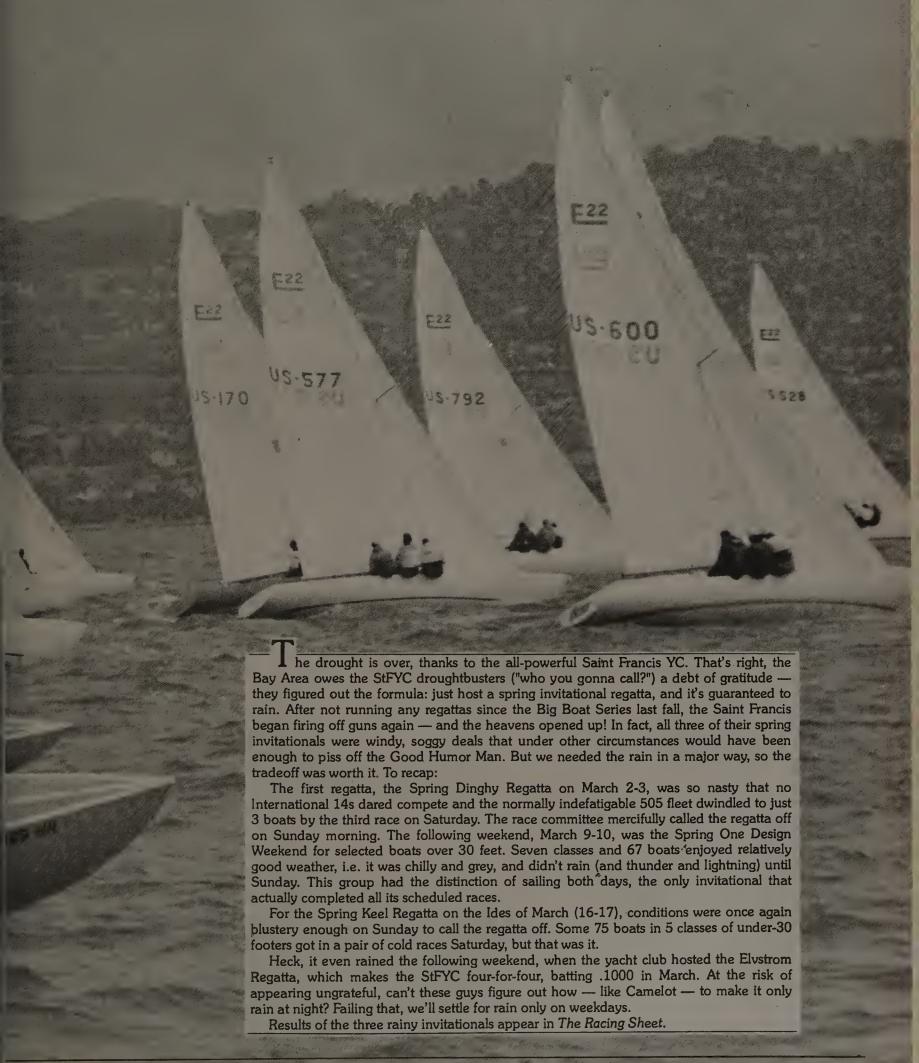
"Hey, it won't be the fastest boat on the water. But it can be done."

Now I imagined flying all over the world to compete in the Carry-On Class. No logistics problems, that's for sure. I could see enough out of Lee's window to determine that we must be over the middle of Monterey Bay, having passed over Santa Cruz a few minutes ago. I thought of using my seat cushion for flotation — and suddenly the concept of a carry-on racing yacht had an inexplicable appeal.

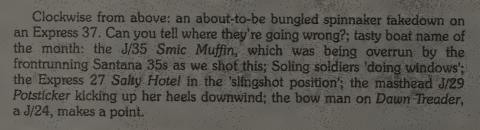
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ST. FRANCIS SPRING INVITATIONALS: WHO'LL STOP THE RAIN?





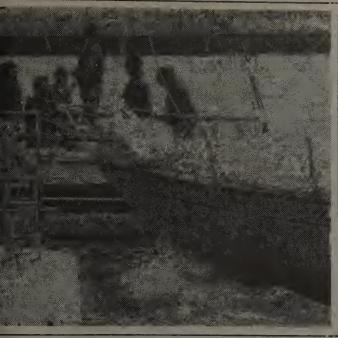


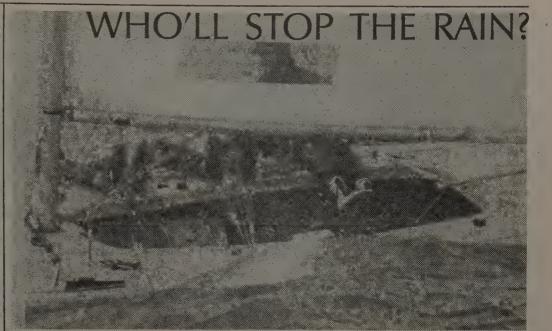














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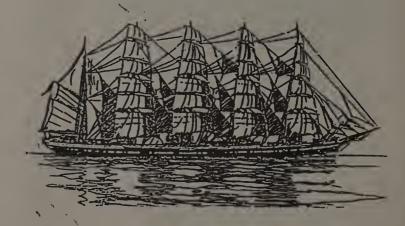
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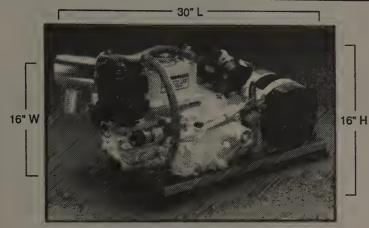
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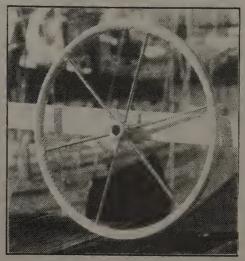


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WORLD

With reports this month on Kialoa II's upcoming charter to the South Pacific; a sorry tale of a race charter at last summer's Rolex Swan World Cup Regatta in Porto Cervo, Italy; good news for chartering in the Bahamas; and some charter notes.

South Pacific Big Boat Charter

For the six years that Berkeley's Frank Robben has owned the 73-foot yawl Kialoa II, she's been a very active yacht. Frank has made three trips to Mexico, two to Hawaii, raced to Japan, and then last fall sailed home across the North Pacific. Does he still enjoy it? "Absolutely! Owning a big boat like Kialoa is often a terrible headache, but it's the very challenge that makes it so rewarding. I remember something Sterling Hayden wrote about owning the big schooner Wanderer. It was something to the effect that if he'd been really rich and could have afforded to have others do all the work on the boat, that it wouldn't have been any fun. I know what he means, and I think he's right."

One of the ways Robben has offset expenses is by chartering. This May Kialoa will be off to Hawaii and the South Pacific,



Letting the good times roll on 'Kialoa II'. Above, sailing on the Bay. Spread, scenes from Baja and the Far East.

perhaps on the beginnings of an aroundthe-world trip. Once again, he hopes to help meet expenses by playing host to charter guests and groups. We'll let Robben take it from here:

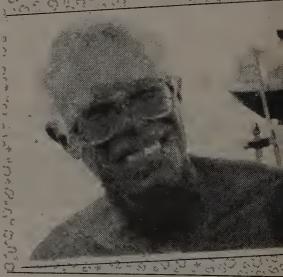
In May Kialoa will be sailing to Hawaii on a charter put together by Mary Crowley of Ocean Adventures. Because of Coast Guard regulations, I'm not sure I'll be able to sail with the six local sailors doing the charter, but if I'm not aboard there will be another qualified captain. In any event, after the conclusion of that charter, we plan to sail to French Polynesia, and the officials willing, remain there through April of 1992. If all goes well, we'll then continue southwest through the South Pacific and perhaps on to the Indian Ocean, Red Sea and Europe.

I'm being joined on the trip to French Polynesia by my friend Diana Hammer and her two young daughters. Diana and her older boys sailed to and lived in Polynesia in the early '70s, so they know the local language, people and culture. I am looking forward to sharing her experience and knowledge of Polynesia, and hope very much to have charter guests join us. Our rough schedule is as follows:

On July 1, we'll depart Kealakekua Bay on the Big Island (where Captain Cook was killed) and head southeast to the Marquesas. We'll be making this crossing en famille, with my daughter Pippi, and Diana and her daughters Alyssa (9) and Callie (7), and Diana's older boys, Loic and Josh. Also aboard will be Frank Ansak, who has been a big part of Kialoa over the years.

From Nuku Hiva we plan to sail to Hiva Oa, the beautifully flowered island where Gauguin lived and died. Tahuata, where Diana and her sons lived years ago, will be our next stop. It's another three-day sail to the northernmost of the Tuamotus. In contrast to the tall and craggy islands of the Marquesas, which have such luxurious vegetation, the Tuamotus are mere strips of coral. But the purity of the environment and the intensity of the colors make for a stunning visual experience. And, the sailing, diving and kindness of the people are unequalled. The Tuamotus are known as the 'Dangerous Archipelago' because of the combination of low islands, submerged





reefs and tricky currents — which should make for exciting sailing and a qui vive crew.

We plan to reach the Tuamotan atoll of Ahé by August 1, and plan to spend about a month there. Diana, Loic and Josh built a house and lived there some time ago, so it will be a homecoming of sorts for them. We especially encourage guests to join us at this time, as Ahé is a most friendly and peaceful place. The neighboring islands of Manihi and Rangiroa have airstrips, so connections are convenient.

Around the end of August we plan to make the two-day downwind sail to the Society Islands and Tahiti, tying up in Papeete at the fabled Quai d'Orsay with other yachts from throughout the world. The Societies are tall islands with fringing reefs — and thus in some ways a compromise between the Marquesas and the Tuamotus. Papeete is a city with all of



the amenities and congestion that cities entail.

At the end of summer, some of our crew will return to schools and jobs, while Diana and I plan to visit other islands in and around French Polynesia. We particularly encourage guests and charterers to join us from September on, as we will need both incentive and help for cruising on Kialoa. From Tahiti it is relatively easy sailing to Huahine, Bora Bora and Raiatea.

From October through February, I would love to visit Rarotonga in the Cooks and to cruise through the Australs and Gambiers. These are all lovely tropical islands which are not visited often. Fairly long stretches of upwind open water sailing may be necessary to get there, however. Pitcairn Island, further to the southeast, is famous as being home to the Bounty mutineers and their descendants. The island can only be visited by boat, and the

locals welcome visitors. If you are interested in experiencing the challenge of open ocean passages and making landfall at remote tropical islands, this would be the segment for you. Those who prefer shorter sails and more contact with the Polynesian people would be better to join us for the Marquesas and Tuamotu segments. The latter are favorites of Diana's, as she is very familiar with both the people and the language.

We'll be offering two somewhat different styles of charters on Kialoa. Individuals or groups of one to three may join us as casual guests when we're cruising en famille. Guests would come aboard as friends, and share in the living and cruising details according to your desires and capabilities. The local culture and people are of particular interest to us, and

Polynesian food, fish and rice will probably make up the bulk of our diet. The areas to be visited and the activities planned would depend on the location of the yacht and the mutual desires of all onboard.

The second style of charter would be regular group charters of between four and six people, where the itinerary and operation of the yacht is arranged according to charterer's wishes. Diana is an excellent cook and would welcome the opportunity to prepare the meals for you. The menu could either be local foods, or Western foods, or more nearly French. Naturally we would be willing to meet and drop off such groups at any reasonable ports.

For those not familiar with Kialoa, she is a classic full-keeled yacht heavily constructed of aluminum. In her heyday she won numerous races and established several course records. Below-decks she is nicely furnished in varnished teak and is well-lighted and spacious, with three heads (two with showers) and bunks for up to 12 people. She very comfortably accommodates nine people, with semi-private sleeping arrangements.

Kialoa has many amenities, such as 110-volt AC electricity, plenty of fresh water for hot showers, and a spacious galley with large refrigeration and freezer capacity. She also has two outboard-powered dinghies, snorkeling and fishing gear, and provisions for dive tanks and a compressor.

Our charter rates are negotiable depending upon the length of stay, the area to be explored and the type of food expected. The following are basic guidelines, assuming locally available food but no alcoholic beverages: casual guests, \$100/day/per `person; group charters, \$6,700/week for six persons, \$5,700/week for four persons. There will be a 10% discount on all charters booked before we leave.

If you have any interest in joining us, please call me, Frank, at 843-3667 or 235-5044 prior to our departure on May 18. After May 18, charter arrangements may be made through Ocean Voyages at 332-4681.

Kialoa is currently hauled out in Richmond for a topsides paint job and other refitting after the passage home from Japan.

--- latitude 38

Little One — A Little Late And A Little Slow

Sixty million dollars worth of yachts converged on the tiny Sardinian resort of Porto Cervo, Italy in the middle of last July for the Rolex Swan World Cup Regatta. So did the crew of one boat from California. Minus their boat.

I ran into that crew while standing in the shimmering heat of the Mediterranean sun, watching the Swans slip back into their moorings along the old town quai. All of them had been out for a full day of tuning and practice. The largest was the sleek 86-foot Charis, Swan's largest production boat and one of its most recent designs. Also Desperado, a 65-footer, and a number of equally impressive yachts.

Sixty-eight entries were signed up in all, with almost one-third of them coming from England. Eighteen were from Italy and the rest of Europe and as far away as Australia.



Racing Swans in blue water under a hot sun is enough to make anyone flip. As long as their boat comes in.

There was no denying the excitement and sense of anticipation toward the upcoming week-long event.

Blazing hot sun, short races, swimming every afternoon, parties every night—these are the traditional ingredients that attract the skippers and crews to the event, which is held every other year here at this most exclusive of resorts. This is the Aga Kahn's domain, where megayachts owned—or once owned—by people with names like Valentino and Khashoggi jockey as eagerly for a slip in the small harbor as guests do for the de riguer printed invitations to parties.

But for some, specifically my new found friends, the glimmer of it all had already begun to tarnish. I discovered that they had travelled all the way from the city of San Francisco, many using up a year or more's worth of vacation time and money only to learn that the Swan they had chartered for the event had not arrived. To make matters worse, nobody seemed to know exactly where she was! With the dream of coming across the ocean to race together at an exclusive island in the Med still firmly in their sights, they kept up a brave banter as they watched their competitors-to-be groom their boats late in the afternoon

before the day of the first race.

Their determined smiles were still in evidence four hours later when I found them mingling with the crowd at the gala champagne reception at the Yacht Club Costa Smeralda. The more I talked with these folks, the more I admired their display of spirit. Sure they were disappointed and yes, some were really mad. But their general attitude was the same they maintain at sea; do the best you can with the conditions you've got to work with. Thus they had decided, as a group, to do their very best even if that meant they'd have to split up and crew on other boats—assuming, of course, that spots could be found.

In many ways the thought of splitting up was the hardest to face. The money for the non-existent boat could somehow be recouped. But they all loved to sail with each other, and it was beginning to look as if their chance to compete together in a world-class event was slipping away. And it would be a competitive event, for amateurs such as they would be pitted against some other amateur sailors as well as some of the best-known names in international racing community. Lowell North, for example,

OF CHARTERING



who was just back from a cruise in the Pacific; Rodney Pattison, a superb English skipper; and, Mauro Pelaschier, helmsman for the Italian 12 Meter Azzura.

also learned that the group had endured a bit of misfortune before they had even arrived in Italy. They had originally chartered Evrika, the boat that had won this same event in 1988. But then just a week before the start of the regatta, the charter company informed them that Evrika needed some work done and wouldn't be available in time for the races. It wouldn't have been so bad except that now Eurika's replacement was still nowhere in sight. Completely at the mercy of the charter company, the best they could hope for was the prospect of racing a boat they had never been able to sail or tune. And that was assuming she would ever show up!

The story does get better, but only by a little.

"We think we've got our boat!" Peggy Patrick called to me as she scurried out of Sunday night's party. "At least we saw two masts and a dark blue hull enter the harbor. Wish us luck!"

The temperature had shot up to around 90° by noon on Monday and I had run for cover under the shade of the press tent to work for the rest of the day, so I didn't see the Americans again until Monday night.

As the sponsor's flags snapped in the breeze above our heads, Emmet Purcell informed me with a wry look, "She's verrrry slow. She has a large fixed prop, a furling headsail and only one spinnaker aboard. Apparently she's been down in the Caribbean for years with a series of captains and has hardly been taken care of. A hell of a way to treat a Swan. In fact, they just painted over the barnacles on the bottom. We have blue barnacles."

Another California crewmember, George Mann, added with a grin, "You'll be able to find us out there by the yellow sails — and they're not yellow because they're hi-tech."

All kidding aside, they had been dealt a pretty sorry hand. Little One, a Swan 57-foot ketch, seemed to be anchored with the smallest boats for most of the week — and not because of poor steering or sail trim.

The last I saw of them? Well, I didn't get to say good-bye to some because they had ditched the final day of racing for a sensible round of sightseeing and swimming. After all, it had been an expensive trip. George and his cousin kept the faith, however, and went out to the starting line with a skeleton crew . . . only to have the race called off for lack of wind.

I was standing on the quai with cold beers and consolation as I watched and then discovered why they were having such a hard time maneuvering Little One the last 20 feet or so into her mooring. Her prop had fallen off! I think George derived the most amusement from his last day in Sardinia.

--- hilary hafela davis new york

Readers — A sad tale indeed. It's hard to say who is to blame. Was it the charter broker for booking a lousy boat, or was it the owner of Evrika, who may have pulled the boat out from under the charter broker at the last moment? Fortunately, this kind of stuff doesn't happen too often.

The Bahamas In Your Future?

"I want to make the blue waters of the Bahamas the pleasure boat capital of the world." So said Bahamian Prime Minister Sir Lynden O. Pindling in Miami on February 14.

A shallow-water tropical cruising paradise less than an hour from Florida, the Bahamas have never reached their full potential as a charter area because of high taxes, oppressive duty on boats and spare parts and difficult regulations. But recognizing the value of U.S. tourist dollars, the Bahamian government has made dramatic moves to welcome, rather than discourage, charter boats, be they power or sail, bareboat or crewed

One of the big changes was in the duty for boats. There is now a flat rate only for the different sized boats. Five hundred dollars annual duty for a 35-foot boat and \$2,000 for boats up to 150 feet in length. (In addition, a cruising fee of 4% of the gross charter amount is also assessed for each charter.)

A change in the Bahamas Merchant Shipping Act is designed to encourage yachts to register and homeport in the Bahamas. As a further incentive to commercial operators, duties on new and replacement parts have been reduced from 17% to 5%. Import duty on average-size pleasure boats has also been dramatically lowered from 32.5% to 7.5%, while very large boats pay no duty at all.

According to Prime Minister Pindling, "The 1990 amendment has already launched a chain reaction of marina construction and related resort and service facility construction throughout the Bahamas." New hotels and marinas are reportedly under construction at Andros, with major expansions underway on Abaco, Eleuthera and Exuma.

Talk is of course cheap, and it will be interesting to see if the Bahamas can actually make a significant dent in the virtual charter monopoly held by the islands of the Eastern Caribbean, from the Virgins to Grenada.

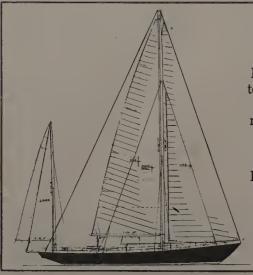
— latitude 38

Charter Notes:

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That's not all. We'd also like to have a report from anyone who has done a charter in **Phuket**. We've not had a report from that area, and we'd like one. There's at least a t-shirt in it for you.

The good news out of the Caribbean is that the St. Barts Regatta, after an absence of nearly a decade, came back to life in big numbers and great spirit. One-hundred-and-nine boats racing and Carnival thrown in to boot! Set aside early February for a charter next year.



KIALOA II

will be visiting and cruising in French Polynesia, and we wish to have guests. Call if you wish to join us in this next tropical adventure.

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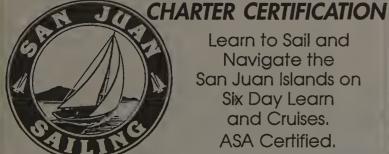
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Mirage 33, C&C 33	Dsl	\$US1152	\$US1425
C&C 35	Dsl	\$US1248	\$US1602
Seabird 37	Dsl	\$US1383	\$US1740
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THE RACING

With reports this month on the whereabouts of ace helmsman Kimo Worthington; the Miami 50 Footer Regatta; a preview of this summer's Admiral's Cup; the Kiwis dominate the Congressional Cup; the Wheeler Regatta; a bitch wins the BYC/MYCO Champion of Champions Regatta; an update on the BOC Challenge Race as it enters its final month; the results of the StFYC Spring Invitationals; 'home boys' sweep the Elvstrom Regatta; final results of a whole bunch of midwinter race series; and the usual leftovers known as race notes.

Kimo Worthington: Life in the Fast Lane

"It's a crazy life, but I love it," admits 30-year-old professional sailor Kimo Worthington. "Besides, you wouldn't believe how many frequent flyer miles I've racked up!"

We caught up with the jet-setting Worthington at the end of last month, when he was in town to drive Redline to victory for the St. Francis YC in the San Francisco Challenge Cup. "Things are



Kimo Worthington: life's been good to him so far.

going really well," allowed Kimo, who is currently enjoying steering the new R/P 50 Fujimo, the Open (formerly Ultimate) 30 Spot Sport and, on occasion, the N/M 68 sled Cheval. "My wife (the former Katy Trask) and I just bought a house in

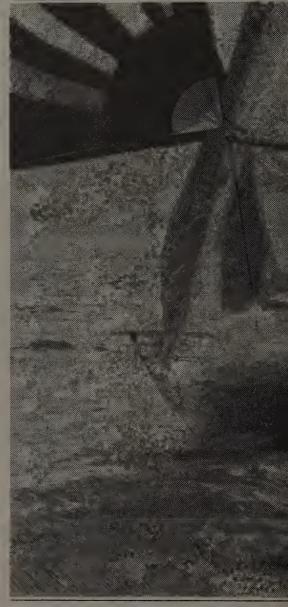
Oakland, though sometimes I wonder why
— it seems like I'm never home anymore."

Just contemplating Kimo's schedule makes us dizzy — or maybe that tingling feeling is jealousy. In January, he steered Fujimo in the Key West 50 Footer Regatta and Spot Sport in the Ultimate 30 side-show. "That was a tough couple of weeks," recalls Kimo. "Both boats broke masts within a week of each other — the rigs in both classes are really pushing the outside of the envelope!" Following those regattas, Worthington drove to Key Biscayne for the Can-Am Regatta, where he sailed a Star to a creditable 11th out of 35 boats in his first class outing.

In February, he sailed the Puerto Vallarta Race on Cheval ("We stunk!"), and then did the Bacardi Cup in Florida, where he and crewman Brad Cavanagh finished 16th out of 70 Stars in an event which is considered second only to the Star Worlds. After that, Kimo helmed Fujimo in the Miami 50 Footer Regatta, coming in fourth overall and, in the process, earning a spot on the U.S. Admiral's Cup team. "We declined the offer," said Kimo, who's been there before as helmsman of the one tonner Sagacious in 1989. "Champosa will be going instead of us. I'm a little disappointed, but it wasn't my call — Jerry (Schostak) couldn't justify the time commitment it would have taken."

Worthington recently declined an offer from Dennis Connor to join his America's Cup effort, choosing instead to gear up for a serious Olympic Star campaign. He'll be sailing with his permanent crew, "Big Mike" Howard of Malibu, a familiar face on the grand prix circuit, and they'll be hitting the Star circuit in earnest in the next few months. They'll attend the Star Spring Championship in New Orleans in early April, then the Pre-Trials in Miami in May. "We fully intend to make it to Barcelona in '92," claims Kimo, who figures the guys to beat along the way will be Ed Adams, Mark Reynolds, Andrew Menkhart, John Mac-Clausland and Vince Brun.

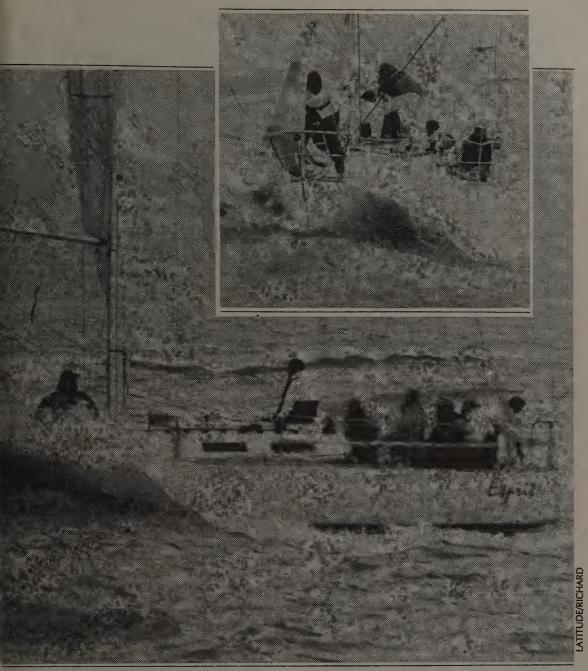
Worthington will return to the Bay to



race in the Open 30 division of the Stone Cup on May 18-19. As usual, he'll sail Spot Sport with owner and friend John MacLaurin (John has owned three IOR boats named Pendragon, and is the man Kimo credits with launching his sailing career). "It looks like Budweiser is going to sponsor us for that one, and the event will be sailed to benefit the American Cancer Society," enthused Kimo. "It should be a blast!"

After that, it'll be back on the aluminum bird again, this time to Travemunde, Germany, for another 50 regatta. Then, it's home for the TransPac on Cheval in late June. In July, it's back to England for another 50 regatta in Lymington. Kimo figures he'll cut back on his hectic schedule in the fall (he and Katy are expecting their first child about then), though he admits it'll be hard to pass up the 50 finale in Miura, Japan, in October.

Where will he and Katy go with all the frequent flyer` miles he's amassing, we wondered? "We're not sure yet," laughed Kimo. "Someplace without boats."



Surf's up! Two views of the J/35 'Esprit' in the wild and windy SF Challenge Cup (see pages 116-117).

Miami 50-Foot World Cup

Abracadabra, the Reichel/Pugh 50 that dominated last year's 50-Footer World Cup Circuit, continued her winning ways in Miami on March 14-17 when she routed the most competitive 50 fleet ever assembled by 12.75 points. After a shaky start (helmsman Paul Cayard, tactician Curt Oetking and their mostly Italian crew got caught on the wrong side of a 25° shift, ending up 13th in the first race), Abracadabra racked up scores of 1,2,3,1,2,4 to win the seven race, one throwout event going away.

"The magic continues, even under new ownership!" claimed co-designer Jim Pugh, who was also rightfully proud of the performance of two other R/P 50s, Fujimo and Champosa VII, which ended up fourth and fifth respectively. Abracadabra has now won five of the seven World Cup regattas she's entered, an accomplishment

that has not gone unnoticed: Abracadabra recently was named "Best IOR Yacht of 1990" in both Yachting and Sailing World magazines.

Insatiable, sporting a new keel and rudder, was the bridesmaid in the Miami series and now holds a slim overall lead after two of five regattas on the 1991 Circuit. Designer Bruce Nelson drove Insatiable, while Jonathan McKee called the shots. They beat another Italian entry, the John Kolius-driven Farr 50 Mandrake, by only .25 points.

As usual, the 50s were pushed to the limit, a practice that resulted in two dismastings (Will, Carat) in the moderately breezy series. Also as usual, a number of Bay Area sailors showed up on top boats — Greg Prussia did the bow on Mandrake; Tom Ducharme did the pit for the John Kostecki-driven Champosa; and Scott Inveen (bow), Craig Healy (main), John Bertrand (tactics) and Kimo Worthington (driver) sailed on Fujimo.

The 50s are leaving Florida en masse on a container ship in early April — they're

bound for Europe next, where their next battle is scheduled for Travemunde, Germany, in late May.

But the big news coming out of Miami was that class president Wictor Forss (Carat) proposed turning the 50s into —gasp! — a one design class. Citing the spiralling costs and increasingly absurd logistics of 50 racing, Forss presented the owners with his concept of a simple 50 one design footer, one unhindered by a rating rule. Apparently, a lot of the other owners agreed with Forss, and a six owner 'steering' committee (which is about the only steering these guys ever do!) was formed to study the feasibility of the proposal. They will make their recommendation at the Travemunde event.

MIAMI - 1) Abracadabra, R/P 50, II Moro Syndicate/Paul Cayard, Italy, 12.5 points; 2) Insatiable, N/M 50, Krehbiel/Tank/Lee/Bruce Nelson, Chicago, 25.75; 3) Mandrake, Farr 50, Giorgio Carriero/John Kolius, Italy, 26; 4) Fujimo, R/P 50, Jerry Schostak/Kimo Worthington, Michigan, 29.75; 5) Champosa VII, R/P 50, Mark Morita/John Kostecki, Japan, 29.75; 6) Springbok, Farr 50, David Rosow/Larry Klein, Connect-Icut, 34.75; 7) Juno V, Farr 50, Michael Peacock/Michael MacIntyre, England, 38; 8) Pro-Motion VII, Frers 50, Bert Dolk/Ed Baird, Holland, 44; 9) Carat VII, Farr 50, Wictor Forss/unknown, Sweden, 50; 10) Heaven Can Wait, Farr 50, Warren Johns/Jamie Wilmot, Australia, 52; 11) Windquest, Farr 50, Thomson & DeVos/Ken Read, Michigan, 52; 12) Will, Farr 50, Ryoujl Oda/Terry Neilsen, Japan, 53; 13) Container, J/V 50, Udo Schutz/Jens Christensen, 63, Germany; 14) Diane (ex-Champosa VI), N/M 50, Robert Schwartz/same, Long Island, 78. (14 boats)

OVERALL (after 2 regattas) — 1) Insatiable, 6 points; 2) Juno V, 7.75; 3) Champosa VII, 8; 4) Mandrake, 8; 5) Abracadabra, 8.75; 6) Fujimo, 10; 7) Heaven Can Wait, 12; 8) Springbok, 13; 9) Promotion V, 19; 10) Carat VII, 19. (15 boats)

Admiral's Cup Preview

Although formal challenges for this August's Champagne Mumm Admiral's Cup in England aren't due until April 19, it appears certain that at least 9 countries will be sending teams to compete in this most prestigious of international grand prix sailing events. Though not as impressive a showing as the '89 Cup — when the United Kingdom team of Jamarella, Juno IV and Indulgence VII defeated a hot 14-team field — that's still a good turnout considering the increasingly rarefied nature of top level yacht racing, the global economic situation and the tension in the Persian Gulf.

THE RACING

Identifiable trends among this year's fleet include more charters and international cooperation than ever. Many countries, including the U.S., have adopted a 'managerial' approach, i.e. discarding all-comer trails in favor of choosing representative crews up to a year before the event. These days, in light of the stabilization of the IOR rule, personnel are seen as the key element and boats are selected or built right up to the last minute. "The days of 'breakthrough' boats are pretty much over," says Steve Taft, a veteran of three Admiral's Cups. "No one is going to win that series on sheer boatspeed."

Admiral's Cup teams, for the first time this year, consist of three boats at specified ratings: a one tonner (rating 30.55 under IOR), a two tonner (35.05) and a 50-footer (40.5). The U.S. team, which looked so promising until Irv Loube was forced to withdraw his new Farr two tonner *Bravura* because of health problems, will hopefully still be a contender in England this summer.

"I'm feeling a lot better now," reports Loube, "but my doctor still won't let me do the Admiral's Cup. But, one way or another, the boat will be there!" Bravura's crew, led by Robbie Haines, is ready to go—and based on Irv's cryptic remark, we suspect he's lined up a buyer or a charterer,

out of the America 3 deal for a few weeks.

The U.S. contingent will be hard pressed by eight other teams, particularly Denmark (which almost won in '89), Germany, and England. Denmark, sponsored by the Phillips Corporation, is fielding an all Judel/Vrolik team of Tuborg (ex-Container), Unibank and Zurich. Likewise, the German team will consist of all J/V designs: a new Container, Rubin and ABAP/4. The U.K. team, apparently the only one to be selected by formal trails, will probably consist of the new Farr 50 Juno (which won the Key West 50-footer regatta in its debut), the Farr two tonner Wings of Oracle and a to-be-determined one tonner.

Only slightly less formidable efforts are being mounted by the five other countries. The Aussies, who are currently leading the World Cup Series by a point over the U.K., are determined to be there, but are having trouble putting together a team. Cyclone, a Frers 50, is the only solid entry; the other two spots will be charter boats. New Zealand is ironically suffering from a shortage of appropriate IOR boats (they've all been sold to Japan) and will likely charter Heaven Can Wait, La Vie En Rose and Matenrow. Japan is apparently fielding an all-Farr team led by the new Will, Kaitaro V and Blue Note (essentially the same team that won the '90 Kenwood

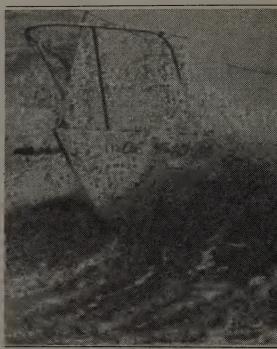


but isn't quite ready to announce the fact. The other two boats on the team are Dave Clarke's Farr 40 Silver Star (with Jim Brady and Geoff Stagg aboard) and Mark Morita's R/P 50 Champosa VII, which may be driven by John Kostecki if he can sneak

Chris Dickson puts the moves on Russell Coutts in the finals of Long Beach YC's Congressional Cup.

Cup).

The French, sponsored by Corum Watches, are expected to send the two



tonner Corum and the one tonner Mean Machine. Their 50-footer, Capricorno, is still 'iffy' after ripping her bow off in the Key West regatta. Italy is believed to be shipping an all Farr/Cookson team: Mandrake, Larouge and Brava.

The Admiral's Cup — four buoy races, the 200 mile Channel Race and the famous 605 mile Fastnet Race — is set for August 1-15.

Congressional Cup

A trio of Kiwis — Chris Dickson, Russell Coutts and Rod Davis — topped the fleet at Long Beach YC's 27th annual Congressional Cup on March 13-16. Dickson, the defending Congo Cup champion and current skipper of the Nippon Challenge America's Cup effort, won the event fairly easily. He lost only twice — once, in an upset, to Sweden's Olle Johansson in the round-robin competition, and once to Coutts in the finals.

By all accounts, this year's series was as irregular as the weather, which ranged from shifty and light to a full blowout (the third day of the four-day series had to be cancelled). First, two of the big names, Paul Cayard and John Bertrand, withdrew to sail in a paying gig — the Miami 50 Regatta. Another well known Aussie match racer Peter Gilmour, couldn't raise the funds to get his team to Long Beach.

The racing itself started several hours late (a \$5 clam cleat split on Davis' boat and had to be replaced), which got the regatta off on a sour note. Then there was the issue of the course, which this year was inside the Los Angeles breakwater — too small a playing field for some of the competitors' liking. For reasons that are unclear to us, the regatta chairman was fired by the commodore of Long Beach YC halfway through the event, adding further fuel to the controversial series.

And then, there was 'The Move' — the Pearl Harbor of match racing tactics that



No water shortage here: 'Alabama Getaway', one of many J/24s in the Wheeler Regatta, about to go through the rinse cycle.

Chris Dickson used to perfection in bringing home his second Crimson Blazer. He practiced the move against Steve Steiner, LBYC's hometown representative/sacrificial lamb, in the round robin racing, and then used it with deadly effect against Russell Coutts in the final race. It worked like this: a minute before the crucial last start, Dickson, to leeward, brought his Catalina 37 head to wind, bringing Coutts up with him. As the boats came to a stop, Dickson's crew held the boom out to leeward, putting the boat in 'reverse' and closing the gap beween the two boats. Giving his countryman time to respond (say 5 or 10 seconds) — during which time Coutts did nothing except look confused — Dickson sheeted in and bore away, tapping Coutts' boat with the corner of his transom.

Cy Gillette and Pete Ives, the on-the-water judges, had familiarized themselves with Dickson's patented maneuver, and immediately flagged Coutts, the windward boat, for not keeping clear. To everyone's amazement, Dickson then repeated a variation of 'The Move', leaving Coutts to do two 270° penalty turns after the gun went off. Dickson cruised around the course to a landslide 42-second victory, leaving no doubt why he is the reigning match race skipper in the world.

ROUND ROBIN: 1) Chris Dickson, Japan, 8-1; 2) Russell Coutts, NZ, 8-1; 3) Rod Davis, NZ, 6-3; 4) Olle Johansson, Sweden, 6-3; 5) Marc Bouet, France, 5-4; 6) Tommaso Chieffi, Italy, 5-4; 7) Peter Isler, San Diego, 3-6; 8) Jim Brady, Annapolis, 2-7; 9) Steve Steiner, Long Beach, 1-8; 10) Ross MacDonald, Canada, 1-8.

SEMI-FINALS: Coutts d. Davis, 1-0. (28 seconds)

FINALS: Dickson d. Coutts, 2-1. (Race 1: Coutts, 32 seconds; Race 2: Dickson, 30 seconds;

Race 3: Dickson, 42 seconds.)

Wheeler Regatta

Berkeley YC's annual Rollo Wheeler Memorial Regatta took place on the rainy, wet and miserable weekend of March 23-24. (For once, we were happy to be inside grinding away on deadline rather than out racing!) After a quick 6.5 mile race on Saturday, the race committee called it quits for the day rather than hold the scheduled second race. "Not only were 40 knot puffs rolling through, but the RC boat couldn't anchor due to a jammed windlass," explained regatta official Bobbi Tosse. "Anyway, it seemed to be a popular decision."

Sunday's 9.5 miler was "mellower, but wetter". At the following trophy ceremony, winners were presented canvas tote bags with their boat names on them (an embroiderer was imported to customize the bags on the spot). "The trophies seemed to be popular, too!" claimed Bobbi.

IOR - No starters.

PHRF B (0-125) — 1) **Power Play**, J/29, Peter Cunningham, 4 points; 2) **Think Fast!**, Olson 30, Albert Holt, 5.75; 3) **Wildfire**, Ranger 37, John Clauser, 7. (11 boats)

PHRF C (126-179) — 1) Vivace, Olson 25, Bill Riess, 4 points; 2) Outta Sight, Laser 28, Ken Anderson, 4.75; 3) Intrepid, Freedom 36, George McKay, 6.75. (8 boats)

J/24 — 1) How Rude, Dave Hodges/Scott Walecka, 1.5 points; 2) Casual Contact, Don Ollver, 6; 3) Electra, R. Maisto. (19 boats)

PHRF E (180-199) — 1) Catalyst, Catalina 27, Ed Durbin, 4.75 points; 2) Temptation, Cal 2-27, Rollye Wiskerson, 5.75; 3) Con Carino, Cal 2-27, Gary Albright, 7. (5 boats)

SANTANA 22 — 1) (tie) Anemone, Hank Lindemannn, and Soliton, Mark Lowry, 3.75 points; 3) Knuckles, Lou Bouc, 4. (9 boats)

CAL 20 — 1) Andalusia, Richard Taylor, 1.5 points; 2) Marsh Wren, Joe Durrett, 6; 3) Hana

Pau, Hester Burn-Callendar, 7. (8 boats)

OVERALL — 1) Andalusia, 1.5 points. (58 entrants; 41 starters)

Going to the Dogs

Eric Sultan and Dave Hodges teamed up again to win the 1990-91 BYC/MYCO Champion of Champions Race on the Berkeley Circle on March 9. Also sailing on Special Edition, Sultan's Wilderness 30 ("a big Moore 24"), were lan Klitza, Bengie Canepa, Doug Hodges, Tim Logan, Pat Vincent and 'Jessie', Dave's 85-pound mixed breed dog. "Jessie's our tactician," confesses Hodges with a grin. "She made every race, and really enjoys it. She sits down going upwind and stands up downwind, like any good tactician."

In fact, Jessie's such a valuable crew member that other fleets — such as the local J/24 one design fleet — have banned her from competition. Hodges shrugs it off: "Some people thought I was using her weight to an advantage on How Rude. Actually, she gets in the way a lot on smaller boats, and has a tendency to lie down on the jib sheets. Anyway, Jessie prefers bigger boats — she's right at home on Details, my Andrews 30."

Only 10 of the 25 invited midwinter champions made the Champion of Champions Race — which, unfortunately, turned out to be two races this year. The first race, which Saint Anne was poised to win, was cancelled when Buoy 'A', the last mark of



Jessie eagerly awaits her ride at the Richmond docks. "She's an ears-up sailor," claims her skipper, Dave Hodges.

the long course, was found to be missing. The 'make-up race' was a quick and dirty 4.8 mile triangle. "Jessie sniffed out a good windshift off the starting line," explained Hodges of their 3 minute corrected time victory. "Actually, we got lucky — Absolute

THE RACING

88 rolled us right after the start, forcing us over to what turned out to be the right side of the course."

1) Special Edition, Wilderness 30, Eric Sultan;
2) Advantage II, J/29, Pat Benedict; 3) Saint Anne, Olson 30, Dick Heckman; 4) Absolute 88, Wylie 37, Keith MacBeth; 5) Naressia, Coronado 25, Bobbi Tosse; 6) Con Carino, Cal 2-27, Gary Albright; 7) Pocket Rocket, Mull 22, Steve Burr; 8) Sunset Strait, J/24, Kathleen Jones; 9) Knuckles, Santana 22, Louis Bouc; 10) Upper Bound, Cal 20, Peter Fowler. (10 boats)

BOC Challenge

Eighteen boats are still left in the BOC Challenge, the grueling 27,000-mile singlehanded sailing marathon that left Newport, RI, last September 15. The fleet just sailed out of Punta del Este, Uruguay, on March 30 on the race's fourth and final leg, a 6,000 mile jaunt back to Newport. The winner is expected into Newport around the 28th of April.

Current frontrunner — and favorite to win the race — is 28-year-old Frenchman Alain Gautier, who has pushed Generali Concorde to a comfortable 21.5 hour cumulative lead over Christophe Auguin's Groupe Sceta. Gautier's elapsed time on the course is 96 days, 10 hours. Ironically, he'd be virtually untouchable right now had he not been assessed a 16-hour penalty at the start for showing up late (due to adverse weather) in Newport.

Meanwhile, American Mike Plant and Duracell are ticking along in a distant third, some 5 days behind Gautier. However, Philippe Jeantot, winner of the first two BOC Challenges ('82 and '86), and his Credit Agricole are breathing down Plant's neck, just four hours behind. All four frontrunners are poised to break Jeantot's '86-'87 record of 134 days.

But it's a saddened fleet that is reaching up the coast of South America right now. Coming on the heels of the dramatic sinking of John Martin's then-leading Allied Bank on Leg Three was more bad news: popular Japanese competitor Yukoh Tada (Koden VIII), who had dropped out of the race after Leg Two, committed suicide in Sydney. Apparently Tada was despondent about his poor showing in the Southern Ocean.

CUMULATIVE STANDINGS — 1) Generall Concorde, Alain Gautier, France; 2) Groupe Sceta, Christophe Auguin, France; 3) Duracell, Mike Plant, USA; 4) Credit Agricole, Philippe Jeantot, France; 5) Jarkan Yachtbuilders, Kanga

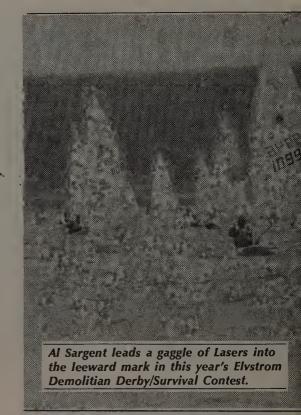
Birtles, Australia; 6), Innkeeper, David Adams, Australia; 7) Ecureuil, Isabelle Autissier, France; 8) Grinaker, Bertie Reed, South Africa; 9) BBV Expo '92, Jose de Ugarte, Spain; 10) Servant IV, Yves Dupasquier, France; 11) Buttercup, Don McIntyre, Australia; 12) New Spirit of Ipswich, Josh Hall, Great Britain; 13) Project City Kids, Jack Boye, USA; 14) Alba Regia, Nandor Fa, Hungary; 15) Volcano, Paul Thackaberry, USA; 16) Global Exposure, Robin Davie, Great Britain; 17) Shutendohji II, Minoru Saito, Japan; 18) Sebago, Hal Roth, USA. (25 startefs; 18 left)

StFYC Spring Invitationals

Results of the three rainy, windy St. Francis YC Spring Invitationals follow; story and pictures can be found back on pages 146-149.

DINGHY INVITATIONAL (March 2-3):

505 — 1) Foul Balls, Jlm Wondolleck/Jay Kuncl, 4.75 points; 2) Wowie, Howard Hamlin/ Steve Rosenberg, 11; 3) Flrepower, Jeff Miller/ Bruce Heckman, 20; 4) (tie) Trauma Mama, Chris Klein/Larry Tuttle, and #7152, Nick Grey/Ric Rattray, 25; 6) FlyIng Cloud, Bill Jager/Robert Park, 27; 7) Punishment Pony, Tom Wondolleck/ Jonathan Livingston, 30. (13 boats)



ONE DESIGN INVITATIONAL (March 9-10):

EXPRESS 37 — 1) Morningstar, Larry Doane, 4.5 points; 2) Re-Quest, Glenn Isaacson, 5.75; 3) Frequent Flyer, Ted Hall, 8. (6 boats)

J/35 — 1) Current Affair, Allen Bray/Howie Marion, 2.25 points; 2) Pacific Express, Chris Perkins, 9; 3) Fever, Barry Danieli, 14; 4) Slithergadee, John Niesley, 14; 5) Klri, Bob George, 19. (13 boats)

ETCHELLS 22 - 1) Mr. Natural, Russ

FINAL MIDWINTER RACE RESULTS

BYC/MYCO Midwinters

SATURDAY SERIES:

DIV. A (0-153 PHRF) — 1) Absclute 88, Wylie 37, Keith MacBeth, 8.75 points; 2) Miss Conduct. Olson 29, Tom Mason, 13.75, 9) Mr. McGregor, Wylie Wabbit, Kim Desemberg, 14.75, (14 boats)

DIV. B (156) — 1) Speedster, Moore 24, Jim Samuels, 14 points, 2) Zott. Choate 27, Bob Hrubes, 16.75; 3) E-Ticket, Olson 25, Spooge Syndicate, 17.75, (14-boats)

DIV. C (159-195) — 1) Pocket Rocket, Mull 22, Steve Burr, 10.75; 2) Freewind, Cal 9.2, Don Lessley, 12.5; 3) ShareHolder, Holder 20, Gary Albright, 13. (11 boats)

DIV. D (198-above) — 1) Jubilee, Ariel, Don Morrison, 6:25 points; 2) Orange Crate, Cal 20, Mike Schaumburg, 17; 3) Slow Dancer, SJ 24, Dennis Beckley, 21. (14 boats)

OLSON 30 — 1) Saint Anne, Dick Heckman, 10 points; 2) Think Fast!, Albert Holt, 17; 3) Soul Sauce, D. Ahrens/B. McLeod, 18,75, (13 boats)

NEWPORT 30 — 1) Topgallant, Frank Hinman, 5.25 points; 2) Mintaka, Gerry Brown, 10: 3) Achates, Bill Schultz, 10.75. (8 boats)

J/29 — 1) Advantage II, Pat Benedict, 8.75 points; 2) Power Play, Peter Cunningham, 15.5; 3) Potsticker, K. Denebeim/R. Losch, 16. (8 boats)

EXPRESS 27 — 1) (tie) Desperado, Mike Bruzzone, and Salty Hotel, Mark Halman, 18 points; 3) Moonlight, J. Franklin/C. Schumacher, 18.5; 4) Zesty, S. Self/D. Jester, 20; 5) Expressway, Ross Groelz, 26.75. (24 boats)

SC 27 — 1) Good Timin', Dave Wilson, 3 points, 2) Mystery Eagle, Roger Sturgeon, 8, 3) No Name, David Peddy, 12, (6 boals)

CAL 2-27 — 1) Blank, Steve Seal, 5.25 points; 2) Zephyr, Bruce Nesbit, 8.75; 3) Sundance II, Roger Miller, 9, (5 boats)

MERIT 25 — 1) Chesapeake, Jim Fair, 5.25 points; 2) Xanadu, Bill Glass, 9, 3) Twilight Zone, Paul Kamen, 14.75, (7 boats)

J/24 — T) Grinder, Jeff Littlin, 24 points, 2) How Rude, D. Hodges/S. Walecka, 33; 3) Sunset Strait, Kathleen Jones, 35; 4) Pobody's Nerfect, C. Moeller/P. Young, 35.5; 5) J-Walker, D. Hazzal/P. Perkins, 36. (22 boats)

CAL 20 — 1) Upper Bound, Peter Fowler, 8.5 points; 2) Farmers, Rich von Ehrenkrook, 9.75; 3) Andalusia, Richard Taylor, 11.75. (6-boats)

(4 races; 0 throwouts)

SUNDAY SERIES:

PHRF F (0-153) — 1) Special Edition, Wilderness 30, E. Sultan/D. Hodges, 9,5 points; 2) Wavetrain, Olson 9118, Rick Caskey, 9,75, 3)



Silvestri, 7.5 points; 2) Six Hundred, Hank Easom, 7.75; 3) Satisfaction, Jeff Madrigali, 12; 4) Ribbons, Scott Easom, 14; 5) Jumper, John Ravissa, 15; 6) Peer Gynt, Jim Skarr, 20; 7) Rigorous, Patrick Adams, 22; 8) Puff, Jim Coggan, 33; 9) The Bear, Vito Bialla, 36; 10) 3 Live Crew, Mike Lahorgue, 38. (21 boats)

SANTANA 35 — 1) Swell Dancer, Jim Graham, 5.75 points; 2) Flexible Flyer, Mike Creazzi, 7; 3) Wild Flower, Art Mowry, 8.5. (6

boats)

OLSON 30 — 1) **Bottom Line**, Tony Pohl, 3.5 points; 2) **Think Fast!**, Albert Holt, 4.75; 3) **White Knuckles**, Dan Benjamin, 14; 4) **Wysiwig**, Don Martin, 14. (9 boats)

TARTAN 10 — 1) Sud Run, Dennis Deisinger, 5.5 points. (3 boats)

NEWPORT 30 — 1) Top Gallant, Frank Hinman, 2.25 points; 2) Achates, Bill Schultz, 8; 3) Mintaka, Gerry Brown, 8; 4) Harry, Dick Aronoff, 14. (11 boats)

KEEL INVITATIONAL (March 16-17):

ETCHELLS 22 — 1) Satisfaction, Jeff Madrigali, 2.75 points; 2) Secret Weapon, Chris Perkins, 6.75; 3) Puff, Jim Coggan, 8; 4) Rigorous, Patrick Adam, 11; 5) Slx Hundred, Hank Easom, 11; 6) Ribbons, Scott Easom, 12; 7) Jumper, John Ravissa, 12; 8) Peer Gynt il, Jim Skaar, 14; 9) 3 Live Crew, Mike Lahorgue, 16; 10) #824, John Dreyfous, 20. (23 boats)

EXPRESS 27 — 1) Elan, Steve Lake, 1.5 points; 2) Locomotion, John Amen, 5; 3) Moonlight, John Franklin/Carl Schumacher, 7; 4) Peaches, Tom Martin, 8; 5) Jalapeno, John Stewart, 8, (16 boats)

J/29 — 1) **In The Bagg**, Kevin Bagg/Norman Davant, 1.5 points; 2) **Advantage II**, Pat Benedict, 6; 3) **Power Play**, Peter Cunningham, 8. (7 boats)

SOLING — 1) Wizard, Andy Carson, 2.75 points; 2) Mistress, Mark Hughes, 3.75; 3) #743, Melinda Erkelens, 7; 4) Lone Jack, Susie Madrigali, 8. (10 boats)

J/24 — 1) Electra, Rich Maestro, 1.5 points; 2)

J-Waiker, Phil Perkins, 6; 3) Gomer Zone, Peter
Young, 6; 7) How Rude, Dave Hodges, 7; 5)

Grinder, Jeff Littfin, 11; 6) Traditions, Tom Purdy,
17; 7) Downtown Uproar, Wayne Clough, 17; 8)

Dejavu, Rod Cook, 21. (19 boats)

Elvstrom Regatta

A trio of Saint Francis YC 'home boys' - Patrick Andreasen, Dave Shelton and Trevor Gleadhill — dominated this year's Elvstrom Regatta in Lasers on the windy weekend of March 22-24. According to regatta chairman (and two-time Elvstrom winner) Ernie Rodriguez, the series was one of attrition: "Puffs up to 30 knots cut the fleet from 29 to 16 by the end of the first day," explained Ernie. "The first day was classic Cityfront stuff, with a real emphasis on conditioning and boathandling. Shelton and Gleadhill - both 200pound Finn sailors — excelled on the first day, but Andreasen came on strong on Sunday when the wind lightened."

A concurrent Snipe Invitational was

FINAL MIDWINTER RACE RESULTS

Moonlight, J. Franklin/C. Schumacher, 18. (11.

PHRF II (156-168) — 1) Magic Jammies, Wavelength 24, C. Witcher/S. Hart, 17,75 points; 2) Chesapeake, Merit 25, Jim Fair, 20, 3) Speedster, Moore 24, Jim Samuels, (10 boats)

PHRF III (171-198) — 1) Con Carino, Cal 2-27, Gary Albright, 26.75 points; 2) Ouzel, Thunderbird, Mike Sheets, 31.75; 3) Wind Dance, Cal 2-27, Fred Soltero, 36; 4) Snow Goose, Santana 30, Ted Mattson, 40.75. (22 boats)

PHRF IV (201-above) — 1) Naressia, Coronado 25, Bobbi Tosse, 11.5 points; 2) Thumper, Wilderness 21, Erich Bauer, 14.75, 3) Madman X H2O, Santana 20, Steve Katzman, 17, 19 hosts)

OLSON 30 — 1) Think Fastl, Albert Holt, 7.5; 2) White Knuckles, Dan Benjamin, 8.75; 3) Adjeu B Joe Bosa 14, (8 boats)

OLSON 25 — 1) No Slack, Bill Thurman, 3 points; 2) E-Ticket, Spooge Syndicate, 40; 3) Pearl, Bill Riley, 18. (13 boats)

J/24 — 1) Sunset Strait, Kathleen Jones, 6.5 points; 2) (tie) Dawn Treader, Bob Bailey, and JPJ, Pete Crystal, 13.75. (4 boats)

WABBIT — 1) Kwazy, Colin Meore, 10.25 points; 2) Mr. McGregor, Kim Desemberg, 16; 3) Windblown Hare, Steve Bates, 18, (7 boats)

(4 races; 0 throwouts)

Corinthian YC Midwinters

IMS — 1) Blade Runner, R/P 47, Bill Twist, 8,75 points; 2) Leading Lady, Peterson 40, Bob Klein, 10,75; 3) National Biscuit, Schumacher 35, Colin Case, 12.5, (14 boats)

PHRF I (0-115) — 1) Current Affair, J/35, Allen Bray/Howie Marion, 7,5 points; 2) Morningstar, Express 37, Larry Doane, 10,75; 3) Esprit, J/35, Charlie Kuhn/Tim Russell, 17,75. (11 boats)

PHRF II (116-148) — 1) Limelight, J/30, Harry Blake, 9.5 points, 2) Preparation J, J/30, Jerry Tostenson, 14, 3) Outrageous I, Olson 911S, Tom Thayer, 14.75: (10 boats)

PHRF III (149-188) — 1) Wherewolf, Cal 29, John Hauser, 3 points; 2) Animal Farm, Wylle Half Tonner, Rod Phibbs & Sons, 18; 3) Rainbow Chaser, Hawkfarm, Paul Lam, 33, (26 boats)

PHRF IV (189-210) — 1) No Name, Farr 727, Lawley/James, 4:25 points; 2) Wind Dance, Cal 2-27, Fred Soltero, 8:75; 3) Shanghai, Islander 28, Ken Jesmore, 15. (8 boats)

PHRF V (211-up) — 1) Tacky Lady, Santana 22, Charles Brochard, 7,75 points; 2) Tension II, Cal 20, John Nooleboom, 9,75; 3) Culo Bagnato, Cal 20, Mike Warren, 15. (7 boats) NON-SPINNAKER — 1) Contessa II, Centurion 42, Gordon Cox, 16 points; 2) Blue Streak, Islander 36, D.R. Schumacher, 22; 3) Zephyr, Cal 2-27, Bruce Nesbit, 23. (25 boats)

ULDB — 1) Curious George, Olson 30, John Rimbach, 8.25 points; 2) Friday, Express 27, John Liebenberg, 15; 3) Archimedes, Express 27, Dick Swanson, 16. (11 boats)

DAYSAILOR — 1) Pilikia, Len Fiock, 11.5 points; 2) Zopilote, Steve Skold, 16; 3) Palua Pilikia, Steve Fiock, 16.75. (9 boats)

ETCHELLS 22 — 1) Mr. Natural, Barton/ Silvestri, 3 points; 2) The Bear, Vito Bialla, 18; 3) Celebration, Ken Munro, 19, (15 boats)

IOD — 1) Bolero, George Degnan, 4.25 points; 2) Accounts Payable, Richard Pearce, 6.75; 3) Quickstep II, Mark Pearce, 6.75, (5 boats)

KNARR — 1) Gannet, Robert Thalman, 13; 2)
Guano, Mike Guzzardo, 13.75; 3) Sagehen,
George Sayre, 16. (11 boats)

MULTIHULL — 1) Sundowner, Buccaneer 33 tri, Joe Therriault, 9.25 points; 2) No Name, F/27, Andrew Pitcairn, 10,75; 3) Three Play, Rob Watson, 14, (7 boats)

(4 races; 0 throwouts)

Golden Gate YC Midwinters

IMS - 1) Bondi Tram, Frers 41, Scott Easom,

THE RACING

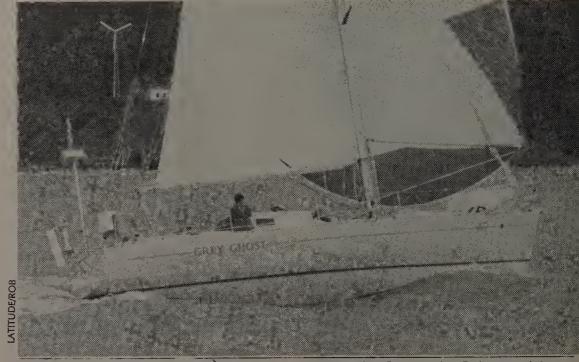
won convincingly (i.e., four bullets) by the husband and wife team of Rich and Marinka Bergsund.

LASER — 1) Patrick Andreasen, 12.5 points; 2) Dave Shelton, 13.75; 3) Trevor Gleadhill, 15.5; 4) Lance Burger, 20.75; 5) Kim Zetterberg, 21; 6) Sean Spence, 31; 7) Mike Johnson, 36; 8) Mark Butler, 36; 9) Greg Miller, 44; 10) Ken Brown, 46. (30 boats; 6 races/1 throwout)

SNIPE — 1) Rich Bergsund, 3 points; 2) Packy Davis, 12; 3) Jon Andron, 17; 4) Standish O'Grady, 17. (7 boats; 4 races/0 throwouts)

Race Notes

Circuit breaker? Like a once proud boxer staggering through the twilight of a brilliant career, the **Southern Ocean Racing Conference** (SORC) lurches on — but barely. This year, Audi withdrew their sponsorship of the event; the IOR division was dropped entirely; and, frankly, the numbers were dismal. Only 5 boats did the 6-race circuit last month, though 44 boats entered at least one of the races in either IMS or PHRF. A sleek new Prydepowered Beneteau 38s5 named First Pride won the series overall, partly because they went to all the races — but also because Pipe Dream, SORC chairman Scott Piper's



'Grey Ghost' en route to finishing first in Oakland YC's Rites of Spring Race.

J/40, lost her rig while leading after four races. Our East Coast friends tell us it was a windy series — in the brutal Ocean Race off Miami, Rod Johnstone's J/39 Make My J was hit by a rogue wave which deposited four of her crew overboard. Despite 30-35 wind and 10-15 foot seas, all were safely recovered.

IMS update: "We're having trouble

getting the Swans, the Baltics and boats like that to come join us," allowed IMS head honcho Craig Brown (Corsair), "but, other than that, things are rolling right along." Indeed, the newly formed IMS Association turned out 31 boats in 2 divisions for the Big Daddy (the first 2 races of a 23-race, 8-throwout season). "We're hoping to attract even more for our 4-race 'mini-series' — the Vallejo Race, the Lightship Race, Half Moon Bay and the Encinal Second Season Opener," said Brown.

FINAL MIDWINTER RACE RESULTS

7.5 points; 2) Current Affair, J/35, Alien Bray/Howie Marion, 21.75; 3) Equanimity, J/35, Randy & Patsy Paul, 28; 4) Red Line, Bllf Fawns/Don Trask, 30; 5) Leading Lady, Peterson 40, Bob Klein, 35. (30 boats)

PHRF I (0-111) — 1) Re-Quest, Express 37, Glenn Isaacson, 8.25 points; 2) Morningstar, Express 37, Larry Doane, 12.75; 3) Yucca, 8 Meter, Hank Easom, 19; 4) Svendle, Carrera 38, Svend Svendson, 26; 5) First Class, Express 37, Bill Stauch, 29, (18 boats)

PHRF II (112-138) — 1) Celebration, Etchells 22, Ken Munro, 6.25 points; 2) Flexible Flyer, Santana 35, Mike Creazzi, 17; 3) Wild Flower, Santana 35, Art Mowry, 20; 4) Power Play, J/29, Peter Cunningham, 21; 5) No Name, Etchells 22, Roy Kutz, 29, (19 boats)

PHRF III (139-189) — 1) Summertime Dream, Schumacher 26, Rob Moore, 4.25 points; 2) Wanderlust, Ericson 35, Bruce Munro, 11.75; 3) Undine, IOD, Don Payan, 19; 4) (tie) Whitecap, IOD, Tom Allen; Blockbuster, Islander 36, Bruce Block; Hot Flash, J/30, George Kokalls, 26, (20 boats)

PHRF IV (198) — 1) Benino, Knarr, Terry Anderlini, 8.25 points; 2) Hyperactive, Knarr, Joel Fong, 10; 3) Aquavit, Knarr, Ray Palmer, 20; 4) Toots, Thunderbird, Curtis King, 21,75; 5) Crazy Jane, Thunderbird, Doug Carroll, 24, (15 boats).

PHRF V (199-up) — 1) Freja, Folkboat, Ed. Welch, 7.25 points; 2) Shazami, Santana 22, Bud Sandkulla, 11.75; 3) Ancient Wings, Santana 22, Ken Katzoff/Steve Shapiro, 19; 4) Cahada, IB 24, Dan Bjork, 21; 5) Volker II, Folkboat, Evie Ashcroft, 22. (14 boats)

J/35 — 1) Current Affair, 10.75 points; 2) Equanimity, 11; 3) Red Line, 12.75, (8 boats)

EXPRESS 37 — 1) Re-Quest, 6.25 points; 2) Morningstar, 9.75; 3) (tie) Spindrift V and First Class, 17. (7 boats)

SANTANA 35 — 1) Flexible Flyer, 4.25 points; 2) Wild Flower, 7.75; 3) Excalibur, 15. (7 boats)

KNARR — 1) Benino 6.25 points; 2) Hyperactive, 7.75; 3) Aquavif, 14. (6 boats)

FOLKBOAT — 1) Freja, 4.25 points; 2) Volker II, 9.75; 3) Volker, 14. (6 boats)

OVERALL (Manny V. Fagundes Sea Weed Soup Perpetual Trophy) — 1) Summertime Dream, 4.25 points; 2) Celebration, 6.25; 3) Freja, 7.25; 4) Bondi Tram, 7.5; 5) (tie) Re-Quest and Benino, 8,25; 7) Hyperactive, 10; 8) (tie) Wanderlust and Shazami, 11.75; 10) Morningstar, 12.75; 11) Flexible Flyer, 17; 12) (tie) Yucca, Undine, and Ancient Wings, 19; 15) (tie) Wild Flower and Aquavit, 20. (116 boats)

(4 races; 0 throwouts)

Encinal YC Jack Frost Series

DIV. A — 1) First Class, Express 37, Bill Stauch/Chris Corlett; 2) Sea Peptide, Express 34, Bill Voss; 3) Surefire, Frers 36, Matt & Jon Carter. (14 boats)

DIV. B — 1) Harp, Catalina 38, Mike Mannix; 2) Esprit Victorieux, Beneteau 305, Joe Melino; 3) Glory Days, Pretorian 35, Andy Rothman. (12 boats)

DIV, C — 1) Chesapeake, Merit 25, Jim Fair; 2) Rude Dog, Olson 9118, Rod Kidd; 3) Screamer, Capo 30 mod., Dick Horn; 4) Twilight Zone, Merit 25, Paul Kamen, (16 boats)

DIV. D — 1) Freewind, Cal 9.2, Betty Lessley; 2) Kamala II, Ranger 29, Bill Keith. (8 boats)

CATALINA 30 — 1) Fat Cat, Seth Balley, 2) Outrageous, Ken Speer, (6 boats)

DIVISION F — 1) Toots, Thunderbird, Curlis King; 2) Mytoy, Ranger 26, Dave Adams; 3) Hawk, Alberg 30, Wren Collins; 4) Just Kidding, Santana 22, Arne Jonsson. (21 boats)

CATALINA 34 — 1) Wind Dragon, Dave Davis;

2) Goolara, John Billmeyer. (9 boats)

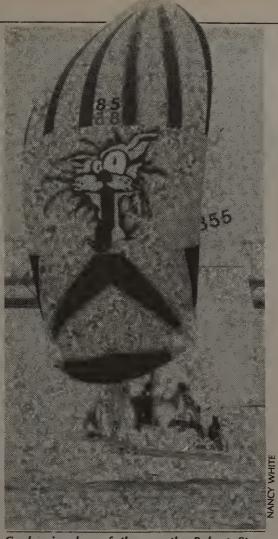
NON-SPINNAKER — 1) Sea Saw, Cal 20. Steve Warner, 2) Enchanted, Islander Bahama 30, Walt Vance; 3) Hobbes, Nonsuch 33, Tim Mitchell. (16 boats)

(5 races; 1 throwout)

Among the changes the IMS Association has incorporated into the 1991 season are:

1) boats can race at any weight limit they declare (they are re-rated based on their choice); 2) races will be primarily be scored on an 'observed wind' basis rather than 'implied wind'; and 3) no interior accommodation requirements will be enforced, nor will certain material bans be enforced (e.g., Bang will be allowed to sail with their new carbon fiber rudder post). "Basically, we're doing whatever it takes to get more boats out," claims Brown, who encourages sailors to call him at 332-3890 (days) to find out more about IMS.

Spring thing: Oakland YC's Rites of Spring Doublehanded Race attracted 54 hearty sailors (27 boats) on March 16. First around the 15.2-mile course was Doug Grant's Zaal 38 Grey Ghost; however, corrected honors — for the second year in a row — went to the John Hauser/Ian Beswick duo on Hauser's Cal 29 Wherewolf. Winners in the 17-boat spinnaker division were Wherewolf, followed by Cachalote (Merit 25, Rod Magoon) and Tinsley Light (Santana 35, Hank Grandin). Nice Turn, Richard Johnson's Cal 2-29, bested the 10-boat non-spinny class, followed by Contessa



Cool spinnaker of the month: Robert Stevens' Catalina 30 'Stray Cat', seen here in the last Jack Frost race.

(Swede 55, Shawn Throwe) and Irish Lady (Catalina 30, Dennis Mahoney).

Keeping the memory alive: the Catalina

30 fleet sailed the first two races of the thier annual Kurt Zane Memorial Regatta on March 9. The regatta is dedicated to a sailor who was 28 when he died, drowned in a thundering succession of 25-foot waves as his Catalina 30 Quest foundered on the South Bar off Ocean Beach in February, 1978. This year, 13 Catalina 30s competed in the first weekend of this nonspinnaker event, with the top five shaping up as follows: 1) North Mist, Jim Aton, 2.75 points; 2) Fat Cat, Seth Bailey, 10; 3) Outrageous, Ken Speer, 11; 4) Retrograde Motion, Frank Nemeth, 11; 5) Friday's Eagle, Mark Hecht, 11.75. The third and final race in the series was held on March 30; results next time.

Countdown to Catalina: the format for Metropolitan YC's popular Oakland to Catalina Race remains the same as in previous years, with three changes: 1) everyone will start together on Sunday, July 7; 2) the entry fee is now \$225 due to 'rising cost of insurance'; and 3) the starting line will be inside the Bay (with favoring tides) instead of at Bakers Beach. Some important dates associated with this year's contest include June 6 ("Safety at Sea" seminar), June 15 (entry cut-off), June 20 ("Tactics and Downwind Driving" seminar),

FINAL MIDWINTER RACE RESULTS

Lake Merritt SC Midwinters "Edna Robinson Regatta"

EL TORO — 1) Walt Andrews, 60 points; 2) Jack Rankin, 55.5; 3) Ron Locke, 50; 4) Pete Blasberg, 43; 5) C. Gasparich, 34.25. (13 points)

HOLDER 12 — 1) (tie) Del Locke and Jim Kearney, 28.5 points; 3) Robert Sinuhe, 23.5. (5 boats)

FJ — 1) Joe Doering, 26 points; 2) Larry Weatherly, 25.5; 3) Phil Kwiatkowski, 15.25. (5 boats)

SUNFISH — 1) Bob Cronin, 34.5 points; 2) Dee Thompson, 34; 3) Bob Rutz, 19.25. (6 boats) (7 races; 0 throwouts)

Richmond YC Small Boat Midwinters

505 — 1) Bird Syndicate; 2) Watts/Bassano; 3) Rankin/Tilley; 4) Cooper/Stewart; 5) Shelton/Rowe; 6) Eaker/Wahle; 7) Gruver/Watters. (14 boats)

INTERNATIONAL 14 — 1) Kers Clausen; 2) David Klipfel; 3) Ernie Bertram; 4) Paul Disario; 5) Chris Wahl. (8 boats)

INTERNATIONAL CANOE — 1) Del Olsen; 2) Fran De Faymoreau; 3) Erich Chase. (4 boats)

THISTLE — 1) Michael Gillum; 2) Ron Smith; 3) Kris Vogelsong; 4) Tom Burden; 5) Mark Stahl; 6) Eric Stoelting. (10 boats)

WABBIT — 1) Colin Moore; 2) Jerry Keete; 3) Steve Bates; 4) Simon Garjand, (8 boats)

LIGHTNING — 1) Tim Barnes; 2) Rand Arnold; 3) Mike Molina. (5 boats)

FIREBALL — 1) Ken Wilson; 2) Scott Revenpera; 3) Chip Hellier. (4 boats)

LASER II — 1) Albright/Seifers; 2) Gary Bergero; 3) Hensen/Harris; 4) Bon Loza; 5) Patrick Whitmarsh. (10 boats)

LASER — 1) Matt McQueen; 2) Robert Leach; 3) John Oldham; 4) Mike Dias; 5) Forrest Fehnell; 6) Rowan Fennell; 7) Paul Dietrich; 8) Simon Bell; 9) Melina Hoyer; 10) Bryan Myers. (43 boats)

SUNFISH — 1) Bob Cronin; 2) (tie) Dee Thompson and Bob Rutz, (4 boats)

STAR — 1) Doug Smith; 2) Steve Gould; 3) Russ Williams, (4 boats)

TORNADO — 1) Paul Bussard; 2) The Cabrall Family. (3 boats)

SNIPE — 1) Rich Bergsund, 2) N. & M. Niccolls; 3) Sebastian Casalaina; 4) Tony Fisher, (8 boats)

EL TORO JR. — 1) Sean Fabre; 2) Ken Grawford; 3) Will Paxton; 4) Skip McCormack; 5) Eric Pfiffmann; 6) Mark Breen; 7) Paul Saitta; 8) Nicholas Nash; 9) Melisa Carlan; 10) Scott Lechner. (20 boat)

EL TORO SR. — 1) Dennis Silva; 2) Fred Paxton; 3) John-O Walsh; 4) Mark Adams; 5) Chris

Gasparich; 6) Jim Gladstone; 7) Nor Ekcol; 8) Russell Shroff; 9) Jack Rankin; 10) Gail Yando. (28 boats)

4 (7 races; 2 throwouts)

San Francisco YC Fall Series

PHRF I — 1) Ringmaster, Express 37, Leigh Brite, 6,75 points; 2) National Biscuit, Schumacher 35, Colin Case, 8; 3) Acey Deucy, SC 50, Richard Leute, 14.75; 4) Expeditious, Express 34, Bartz Schneider, 15; 5) Holey Terror, Etchells 22, Dave Yoffie, (12 boats)

PHRF II — 1) Limelight, J/30, Harry Blake, 5.75 points; 2) Animal Farm, Wylie Half Ton, Rod Phibbs, 5.75; 3) Lone Jack, Soling, Susie Madrigali, 10.75, 4) Cookie Jar, Moore 24, Irving Rubin, (9 boats)

PHRF III — 1) Wahope II, Newport 30, Walt Wilson, 6,75 points; 2) Amante, Rhodes 19, Kirk Smith, 11,75; 3) Esprit, C&C 29, Charlie Kuhn, 14,75; 4) Ruckus, Newport 30 Mk II, Paul Von Wiedenfield, 15; 5) Perezoso, Excalibur 26, Denny Sargent, 20. (13 boats)

(3 races; 0 throwouts)

Santa Cruz YC Midwinters

1) Moorgasm, Moore 24, Niles/Joslyn, 36.25 points; 2) Animal House, Olson 30, Akrop/Lezin,

THE RACING SHEET

July 6 (mandatory skipper's meeting followed by an optional bon voyage party) and July 13 (Long Beach Navy YC's Homeward Bound Race). Call MYCO (536-7450) for entry forms and/or more

News from the White House: Corinthian YC's Horsefall/Vincent Memorial Regatta, one of two big annual club-membersonly regattas, drew 23 boats on March 16. Winners of the 8.5 mile lap around Angel Island and Southampton Shoals were Curses (Express 27, Harry Allen) in the 5boat spinnaker division, followed by Peter Hogg's sleek trimaran Aotea. In the 18boat non-spinnaker class, the top three were Black Witch (1949 Winslow 32, Craig Swayne), Tension II (Cal 20, John Nooteboom) and Sundancer (Santana 22, Frank Brooks).

Knock on wood (fiberglass, too): StFYC will host the Eighth Biennial International Folkboat Regatta on April 28-May 4. Entries from Northern Europe (most of the 4,500-some Folkboats built reside in Scandinavia) will take on the best of the Bay Area Folkboaters in the weeklong competition. Although Europeans have, in general, dominated the regatta, there was a turnaround two years ago when Americans swept the top three places. Winner Mickey Waldear, who moved on to the Knarr fleet, will be back to defend his title; other top U.S. contenders include Svend 'Mr. Folkboat' Svendsen, last year's WBRA winner Otto Schreier, Jerry Langhammerer (with his newly built fiberglass Folkboat) and Chuck Kaiser, who'll come out of retirement just for this event, which is part of the Folkboat's 50th anniversary celebration this summer.

Salty youths: the year's first Northern California Youth Sailing Association (NCYSA) regatta/symposium was held at Richmond YC on March 9-10. A total of 37 Lasers and El Toros sailed in the event, despite rain, cold and lightning. As usual, Saturday was devoted to practice and Sunday to racing. Interestingly, girls dominated the 7-race, collegiate style racing: Rebecca Harris took the Laser 'A' fleet ahead of Bryan Myers and Matt McQueen, while Melina Hover and Annelise Moore were 1-2 in Laser 'B'. Sean Fabre dominated the advanced El Toros, followed by Will Paxton; the El Toro intermediates and beginners wisely chose

to stay ashore. Upcoming regatta/symposiums are scheduled for May 18-19 (Encinal YC), July 13-14 (San Francisco YC's Full Circle Regatta) and at Coyote Point YC sometime in mid-October. To learn more about these fantastic (and almost free) mini sailing camps, call Patrick Andreasen at 347-0259 (home) or 563-6363 (work).

Sled scoops: The ULDB 70 class appears healthier than ever, with two new boats recently launched (the SC 70s Pyewacket and Mirage) and two more boats, each a Dennis Choate/Alan Andrews collaboration, scheduled for a late summer launch. Those latter boats — which sledman Tom Leweck characterized as "evolutionary, not revolutionary" - are being built for Long Beach's Mike Campbell (Climax) and Santa Barbara's Dick Compton (Geronimo). Meanwhile, two sleds are for sale (Chance and Mongoose); one was sold to the Great Lakes last fall (Drumbeat); the old N/M 68 Pyewacket is being actively campaigned under the name Starship I; and Ole (ex-Citius) is in the process of switching back to a masthead rig from her controversial (and unsuccessful) fractional experiment. "We have 13 boats signed up for the North Sails Los Angeles to San Diego Sprint on April 6," said Leweck. "There better not be a southerly that day!"

News from South of Market: the South Bay Yacht Racing Association kicked off their 8-race 1991 season on the rainy and gusty afternoon of March 10. Only 13 boats braved the elements for the Coyote Point YC-hosted race, with winners in each class as follows: Div. A - Coyote, Wylie 34, Nick Klusnick; Div. B - Dolphin, Cal 2-30, Carl Huber; Div. C - Sunkist, J/24, Kevin Hempson; and Div. D — Chiquita, Catalina 27, Hank Shade. "We hope the next race has better weather and better attendance," commented regatta chairman Ed Rank. "And with two throwouts in the season, it's not too late to sign up!" Other races in the SBYRA Series are slated for 4/6 (San Leandro YC), 5/4 (Spinnaker YC), 6/15 (Sierra Point YC), 7/27 (Oyster Point YC), 8/18 (CPYC), 9/7 (CPYC) and 10/5 (Sequoia YC).

Long live IOR: Twist our arms. Cut us with a blade. Go ahead, run all over us. but our lips are sealed. A popular local racing boat — one of the biggest and most successful ever on the Bay — will be sold to Santa Barbara in early April, but we promised her owner we wouldn't write about it until next month. Details in the

May issue.

FINAL MIDWINTER RACE RESULTS

41.75; 3) Kabala, Olson 30, Jay Bennett, 45.75; 4) Tsiris, Olson 29, Dan Nitake, 54; 5) Giant Killer, SC 27, unknown, 93.75; 6) Snafu U, Moore 24, Mary Berryman, 96; 7) Dalsy, SC 40, John Buchanan, 105, 8) Duet, SC 27, Bob DeWitt, 101; 9) Adios, Moore 24, Scott Walecka, 148, 10) Wild Thing, Express 27, Phil Meyers, 109; 11) Bullet, Olson 30, Mike Gross, 142; 12) Clao, SC 27, Craig French, 160 (protest pending); 13) Gandalf, Santana 35, Carl Quitzau, 161; 14) Pacific High, SOB 30, Don Snyder, 175.5; 15) Pau Hana, J/24, Oliff McNamara, 177. (28 boats)

(10 races; 1 throwouts)

Sausalito Cruising Club Midwinter Series

DIV. I (PHRF < 170) - 1) Hot Flash, J/30, George Kokalls, 12 points; 2) Limelight, J/30, Harry Blake, 15.75; 3) Sangvind, Farr 48, Gerald Jensen, 15.75. (9 boats)

DIV. II (PHRF > 176) - 1) Windfall, Ranger 26, Roy Kinney, 9 points; 2) Perezoso, Excalibur 26, Denny Sargent, 12.75; 3) Neblina, Cal 28, Mosher/Carter, 16.75. (7 boats)

DIV. III (non-spinnaker < 200) - 1) Aquavit, Knarr, Ray Palmer, 8.75 points; 2) Kattepus, Cal 2-27, Louis Haberman, 12; 3) Mary Ann, Lancer. Fred Haines, 12.5. (6 boats)

DIV. IV (non-spinnaker > 200) - 1) Galante Folkboat, Otto Schreler, 3 points; 2) Shazam! Santana 22. Bud Sandkulla, 10: 3) Culo Bagnato, Cal 20, Michael Warren, 16. (11 boats)

RANGER 23 - 1) Impossible, Gary Kneeland, 3 points; 2) Shanghai Lil, Gary Wieneke, 13; 3) Last Chance, Roger Eldridge, 17. (8 boats)

BEAR - 1) Sugarfoot, Paul Zupan, 5.5 points; 2) Circus, Bob Jones, 10.75; 3) Little Dipper, Joe Bambara, 12, (9 boats)

GOLDEN GATE - 1) Fledgling, Mike Bonner, 6.5 points; 2) Kuuipo, Chris Craft, 6.5; 3) Pajarita, Rob McDonald, 14. (5 boats)

(4 races; 0 throwouts)

Sausalito YC Midwinters

DIV. A (spinnaker) - 1) Limelight, J/30, Harry Blake, 3.75 points; 2) Break Away, J/30 Dale Meade, 12.75; 3) Royal Flush, Ranger 23, Dan Richardi, 17; 4) Anticipation, C&C 25, Mike Wommack, 18, (7 boats)

DIV. B (non-spinnaker) - 1) Lone Ranger, Ranger 33, Fred. Hodgson/Mike Melin, 5 points; 2 Amanda, Newport 30, Pat Broderick, 10.75; 3) Desperado, Irwin Citation 39, John Broderick, 14: 4) Windwalker, Islander 36, Dave Borton, 19.75. (8 boats)

(6 races; 1 throwout)



NINETEENTH ANNUAL

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STOCKTON SAILING CLUB

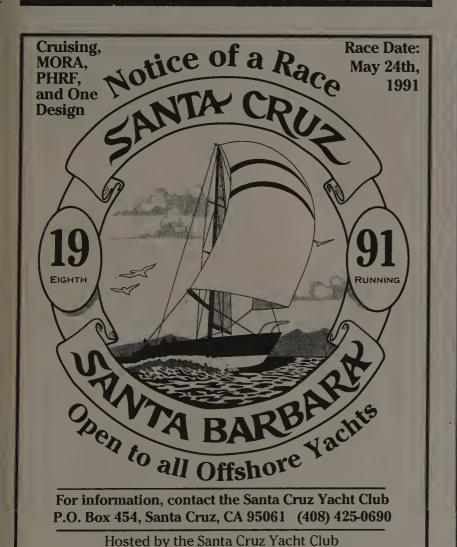
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JUNE 21 & 22, 1991



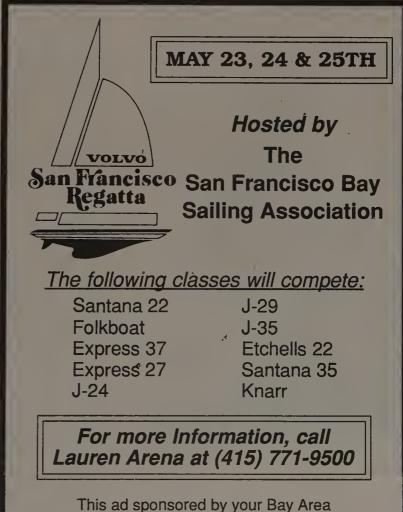
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CHANGES IN

With reports this month on cruising in Ecuador; Peter Sutter's travels from Australia to Truk Lagoon and points in between; rave reviews of Cocos Island and Costa Rica (Lowell North an "aging hippie"?); more praise for the Sea of Cortez; a Christmas bummer in the Cayman Islands; the final installment of Some Like It Hot California to Mexico Cruisers Rally entrants; and a multitude of cruise notes.

Tavarua — DownEast 32 Rex & Joan Allen Costa Rica To Ecuador (Valleio)

Tavarua is once more on the move after a two-year stay in Golfito, Costa Rica. In December our good friend, Sam Kvitky of Vallejo, joined us there for the 700-mile passage to Salinas, Ecuador.

Although the captain is 73-years young and the mate almost as old, it was good to be back at sea again, and having Sam along with us made life on board much easier. The only thing we lacked was wind, and when it did decide to blow, it was usually on our nose. Our only other difficulty was getting sun sights with overcast skies. Even so, we managed to have a couple of days of ideal sailing.

On the afternoon of our 10th day at sea. Sam spotted land in the form of a row of high-rise condominiums which grace the beach at Salinas. Two hours later we



At 73-years of age, Rex Allen can still reef a main with the best of them.

anchored among the local boats, and a few cruising yachts, at the Salinas YC. Deciding it was too late to pump up the dinghy and go ashore, we sat in the cockpit and enjoyed the gorgeous sunset and all the activity around us: water scooters speeding by, rental speed boat, sportfishing boats returning with their catch, and sailboats returning after races. This, we later learned, was a typical weekend scene at the yacht club, made even busier by the fact New Years was just a day away.

The next morning we registered at the yacht club. They charge \$3 per person a day if you stay around, but if you leave your boat to travel inland there is no charge. There is a \$10/day fee for each person who wants to use the club's pool and tennis courts.

We've done a circumnavigation, and have to say this yacht club in Salinas is one of the most sophisticated we've seen. There is a modern administration building where the showers are located, then a separate attractive building that houses a cafeteria (where you can eat on a patio overlooking the water), a formal dining room and a well-stocked gift shop.

Inexpensive gas, diesel and water are available, and it's possible to have your boat hauled. A large section of the club grounds have been set aside for small craft storage; the boats are all in a row, behind which are neat and orderly storage sheds. Beautiful yachts, power and sail, and all proudly flying the Ecuadorian flag, are tied up at the limited number of slips.

After registering with the yacht club, we were told to take a cab or bus to the nearby town of Libertad to check-in with Immigration. These officials were very friendly and obliged us with three-month visas. Having done this, they didn't hesitate to ask for a "donation"; they even suggested that \$20 would be about right.

After Immigration we traveled back to Salinas to check in with the Port Captain, whose office is located among all the waterfront condos. The staff there was very efficient and polite as they typed up our papers. We were charged \$42 for our 32-

While walking the streets of Salinas later in the day, we kept noticing fully dressed life-sized dummies in front windows of homes and shops. We wondered what they were. Soon we learned they are ano Viejo,



The yacht club security gate.



and represent the old year, with all its frustrations and problems. The dummies are burned at midnight on New Year's Eve, the theory being that all the problems go up in smoke with them.

We looked forward to New Year's with great anticipation, and were not disappointed. It had to be the liveliest, merriest and wildest New Years we've witnessed during our 50 years of married life! Throngs of families roamed the boardwalk, waiting for the stroke of midnight. Wow! What a scene with all the dummies burning on the beach, the sidewalk and in the street, while fir vorks whizzed all around. The sounc was deafening from the fireworks, the whistles, car horns and bells ringing — incredible! Something we'll never forget.

One of the nice things about the yacht club is that it has a reputation for being a safe place to leave both the boat and dinghy while you travel to see inland Ecuador. We found this to be true, as twice we left on five-day mini-trips while Tavarua was at anchor on her own and with the dinghy tied to dinghy dock. Upon our return, both were just as we'd left them.

LATITUDE



This is Ecuador? Si, es Salinas.

The only thing that had changed was the town, the beach and the yacht club; they were dead, as the holiday merry-makers had all gone home. Things did liven up again on the weekend, however.

Traveling is very inexpensive in Ecuador, whether by bus or plane. Hotels and meals are very reasonable, unless, of course, you choose to stay and eat at deluxe American-style establishments. We prefer the more modest places so we can get a true feeling of the local culture.

Located 10,000 feet up in the Andes, Quito is a lovely city. Besides a modern district with attractive high-rises on tree-lined avenues, there is a fascinating 'old town' with narrow cobbled streets, historic buildings and that stately governor's palace.

We also visited the town of Otavelo, which has as outstanding open air market that is known for outstanding crafts as well as Apaka sweaters and blankets. The population is primarily Indian, most of whom wear colorful dress. Getting to

Otavelo took some courage, as it was a hair-raising 2.5 hour bus ride through the Andes. But it was well worth every blind curve and the steep drop-offs — there are no guardrails.

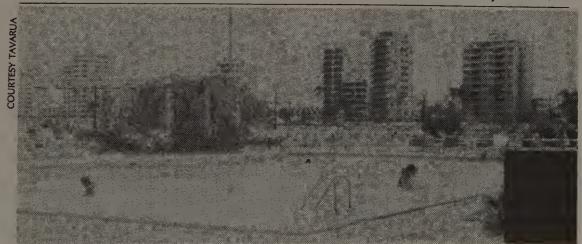
Having to say a sad goodbye to Sam in

high in the Andes, this picturesque old city is surrounded by lush terrain that reminded us of Swiss Alps. From there we hired a cab for the two-hour drive to Ingapirca, to view the Inca ruins. Along the way we passed llamas grazing on the mountainside, Indians plowing the fields, and gaily dressed women and children tending to herds of sheep.

All too soon we were back aboard Tavarua weighing anchor for Panama. Once again we had either no wind or wind on our nose. We also had a few days of confused and choppy seas and one heavy downpour before reaching Contadora, one of Panama's Perlas Islands. After a short stay, we made the overnight passage to Tabago Island, where the anchorage was too rolly, and then motored — again there was no wind - across to the Balboa YC at the entrance to the Panama Canal. After three days of checking in and making arrangements to transit the two Miraflores Locks, we did just that and are now tied up at the Pedro Miguel Boat Club.

The club is located on freshwater Miraflores Lake, just a stone's throw from the Pedro Miguel Lock. Our favorite pastime here is to watch the huge ships, seemingly from every maritime nation, enter and leave the locks. We also enjoy Latitude as much as ever. Sam had brought down the December issue, which we read cover to cover before passing it on to other yachts.

- rex and joan 2/26/91



It's rectangular, wet and wild. The St. Francis doesn't have one. The San Francisco doesn't. The Salinas YC does.

Quito, we returned to Salinas, and soon took off on another bus/plane trip, this time to the historic city of Cuenca. Tucked away

Wild Spirit — Wylie 36
'Every Day is Saturday' Sutter
Oz To Truk Lagoon
(Sausalito)

It's been a long time since I have written, but these last nine months have

CHANGES IN

been so fantastic that I thought I'd better share them with you.

I departed Brisbane with Aussies Paul 'Diesel' and Bill Ewing, a couple of great sailors I met at nearby Manly Marina, which incidentally, is the best run marina in Oz. We sailed to New Caledonia, which because it's French, is full of great wines and cheeses, veggies and fruits — all of which can be had at reasonable prices. This was my third trip to New Caledonia and I sure enjoyed it, especially since clearing in and out require little time and paperwork.

We spent most of our time cruising around the southeast corner of the main island, and it was terrific. We saw lots of humpback whales, had good fishing, and enjoyed fresh water showers where healthy streams cascaded down the hillsides. A few



cruisers have circumnavigated the main island, a trip of almost 400 miles with a fringing reef providing protection much of

the way. I heard enough good reports about such trips that I'm very sorry I didn't do it myself.

When my crew from Oz had to fly home from Noumea, I found a great Kiwi guy by the name of Ron to help me out on the 300 mile sail up to Port Vila, Vanuatu. Even though he'd never sailed before, he ended up being a great crew — he didn't even get seasick — and friend. After a month of sailing together, he left and I was joined by Sara, a friend from Oregon, who would stay with me all the way to Honiara in the Solomon Islands.

Cruising thru Vanuatu was just fantastic! It was all day hops along the group, with wonderful anchorages and wonderful people everywhere. The people were so generous that they'd bring out lots of fruits, vegetables and coconuts wherever we stopped.

I was particularly interested in seeing the many places I had been when I served in the Navy during World War II. All is so changed now. Quiet, too, without the whole U.S. Navy fleet there. About all that's left is a bunch of old Coke bottles, helmets, shells and so forth. I got a Coke bottle with 'San Francisco' imprinted on the bottom.

We cleared out of Vanuatu at Santo, Espiritu Santo, for the overnight sail to the Banks Islands, the westernmost group of Vanuatu. These five islands are really spectacular. We anchored close to great waterfalls that reminded me of Bridal Veil Falls in Yosemite. With clear, fresh water pouring out of the lakes formed by extinct volcanoes, we had the best showers yet, by golly.

One of the Banks, Uraparpar, is an extinct volcano that you actually sail inside of before anchoring off the village. Here we encountered locals who hunted with bows and arrows. They are such darn good shots that I couldn't believe my eyes. Theirs is a wonderful and very clean village, with all the buildings made of thatch. Unfortunately, I can't recommend the anchorage at Uraparpar because there is little protection from the wind and swell.

Because the anchorage was so uncomfortable, we were happy to leave the next morning and head for the Santa Cruz group of islands in the eastern Solomons. With fresh winds out of the southeast, we made the passage in just a couple of days. Having enjoyed some really fine sailing, we cleared into the country at the island of



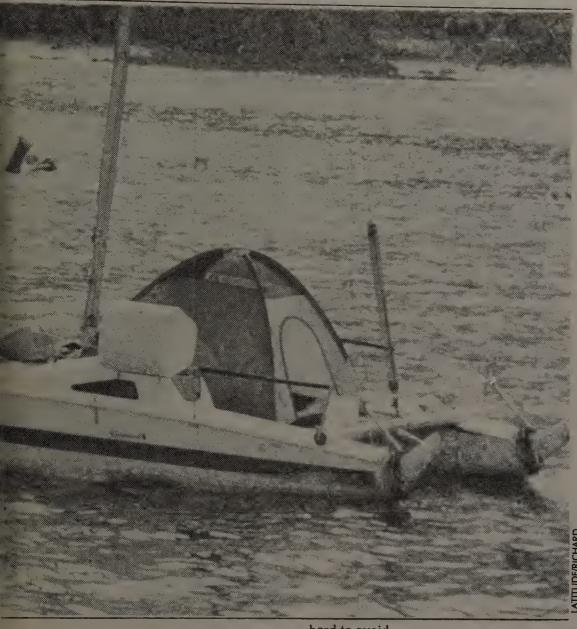
Nendi.

Clearing in would be relatively easy if one didn't have to encounter a gentleman by the name of Mr. Brown. While we had no trouble with him, he sure worked over a couple of yachts that arrived ahead of us. His reputation in the South Pacific is that of a practicing extortionist. If anyone is planning to clear into the Solomons at Nendi, one of just three places it's permitted, be forewarned. When clearing out, by all means say your boat is over 35 tons or else you'll not be allowed duty-free supplies, fuel or booze.

We really enjoyed the Santa Cruz group, as the islands are quite remote and the people very friendly. They also hunt with bows and arrows here, sometimes using poison tips. If you get hit with one of those, you're said to be a 'goner' within eight days. And yes, these things still happen out in the boonies.

From Santa Cruz we sailed thru the entire Solomon group, ending up at Gizo, in the western province, to clear out. It was here that Sara left me to return home. Although she was an inexperienced sailor, she got an A+ for learning and enjoying it. I really miss her. Fortunately, I was then

LATITUDE



joined by my son Todd, who will probably be with me until we reach Victoria, British Columbia, later in the year. It sure is swell to have him aboard.

The Solomons are by far the most interesting islands I have visited so far, and I'd need to write a much longer letter to sufficiently sing their praises. I visited many of the places I had seen during World War II, and sure had time to reminisce. This country also has the best carvers in the Pacific. They use King and Queen Ebony, rosewood, some palm wood and something called kerosene wood. They also use black coral and inlay the carvings with tiny pieces of Chambered Nautilus shell. We got some dandies.

Of all the islanders in the South Pacific, those of the Solomons drink the most. They drink so much that beer cans are strewn all over the place. It's unbelievable how many cans are to be seen on the beaches and reefs. Honiara, the capital, has about the worst anchorage I've seen of any major city, but it also has the best market and shopping in the country, so it's

hard to avoid.

Lots of cruisers clear out from Honiara, but we just stocked up and headed over to Tulagi in the Florida Group, and Malatia, just to the east, and then to San Isabele and New Georgia. The latter has what is claimed to be the largest lagoon in the world; it's sure worth visiting. We bought lots of carvings here from an artist by the name of John Wayne, a guy who is just about as famous as the other one.

From New Georgia we sailed to Rendova Island and then Gizo, where we spent a couple of weeks waiting for the typhoons to clear out of Micronesia. Christmas was spent with ex-pats and cruisers at the Gizo Hotel. It was a wonderful afternoon and evening.

Leaving Gizo, we sailed north through the Bougainville Straits, out into clear water, and then up to Kapingamarangi, a tiny atoll just above the equator. What a great place! It has a wonderful village — and no beer cans strewn around. Although this is part of the Federated States of Micronesia, the locals are all Polynesians. They are excellent carvers and great fisherman, too. Every day they came by and heaped some fish on Wild Spirit. There

was no charge, they just wanted to be friendly.

On the way up to Kapingamarangi, we sailed close by a large U.S. tuna clipper about noon on New Year's Day. They invited aboard for lunch. So, we hove Wild Spirit to in the middle of the ocean and rode over to Voyager aboard one of their small boats. What a terrific experience! We had a great all-we-could eat lunch consisting of roast beef, salads and other good food. Then we took as-long-as-wewanted hot showers. We also got to watch them set their big 5-mile long net and pull it in again. When we departed five hours later, it was with a gift of 30 frozen lamb chops, apples, a box of canned tuna, some soups and a big bucket of ice. Oh lucky us, we just couldn't believe all that good stuff could happen to us in the middle of the ocean!

Our next stop was Pohnpei, the capital of the Federated States of Micronesia, where for the first time in 6.5 years I found U.S. products such as Best Foods mayo, Joy soap and Quaker Oats. Pohnpei is a high island about 15 miles in diameter and enclosed by a fringing reef. It has lots of great little anchorages all around, and we spent a week or so exploring all of them.



Sometimes we sailed out of the reef to get to the next one, sometimes we sailed inside. All the passages in and out of the

CHANGES IN

reef were well marked with day beacons.

Pohnpei is also famous for the ruins of the old city, Nan Madol. Look as we did, we never could find it among the mangroves. Others looked, and I'm embarrassed to report, found it.

On the way to Truk we visited Ant Atoll for 10 days and Satawan Atoll for another week. Both were great stops. Ant Atoll is uninhabited, but we found lots of coconut crabs and lobsters to BBQ on the beach. It was here that we met a couple of cruising boats: Cytheria from Port Townsend, and Silmaril from another port somewhere up in the Pacific Northwest. Both boats had spent a lot of time in the Bay Area, however, and we soon played 'small world', discovering mutual friends in both the Northwest and Bay Area. We even learned we'd been to the same Christmas parties!

Now we're in Chuuk, formerly known as Truk, and we're enjoying diving on all the sunken ships. The diving is great, but there is little to recommend Truk above water. 'Up top' it's dirty and covered with discarded soft drink and beer cans — even though Truk is supposed to be a dry state.

Soon we leave for Guam, with plans to visit Pulap, Pulawat, Satawal, West Fayu and Lamotrek on the way. Our plans are to restock in Guam and sail to Japan, then head for the Pacific Northwest in early July.

- peter 3/4/91

Twiga — Cal 2-27 Stephen & Marja Vance Costa Rica (Marina Village, Alameda)

We just woke up to the sound of howler monkeys crying out from the thick jungle here in Bajo Cuna Cove in the Bay of Golfito. You mix that with the song of cicada and the croaking of the huge black and white toads, and you've got quite a jungle symphony.

We left Acapulco for Costa Rica on January 7 and had a very good trip, with light wind for the most part. The first two days featured extremely slow going. In fact, the wind was so light and the sea so smooth that we dropped all sail in order to take turns swimming. The one not swimming kept an eye out for 'jaws'. It was so windless and flat that we couldn't distinguish the sea from the sky.

When we finally picked up a breeze, we headed well offshore to circumvent the



dreaded Gulf of Tehuantepec — even though conventional wisdom dictates that mariners should hug the shore all the way. We experienced a very large swell combined with just 15 knots of wind while sailing 480 miles offshore. We later learned that the swell was caused by 35-knot winds within 200 miles of the coast, so we're glad we decided to go 'outside'.

The offshore route also featured good fishing, as we managed to boat several large yellow fin tuna. The placid conditions allowed us to BBQ on deck twice and can one fish. We also crossed paths with a big humpback whale and a Greek ship; I had a good chat with the latter. We got a lot of reading in during the passage, and a few days before landfall heard news of the allied attack on Iraq over the BBC. Naturally that kept us glued to the radio for a few days.

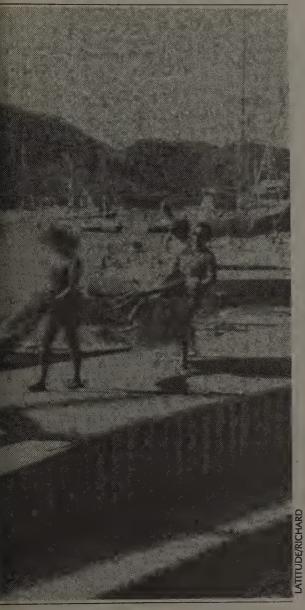
As we neared our intended landfail at Cocos Island (400 miles off the southwest tip of the Costa Rican mainland), we were hit by the tail end of a front that had 25 knot winds and gusts to 35 knots. The wind started on our beam and then moved forward. We had to struggle to point as high as we could so as not to get pushed past the island.

Cruising may sound like all play and no work; the reality is that sometimes it's just the opposite.

It was completely overcast as we approached the island, and we were fortunate that the sun decided to pop out right at local apparent noon! As soon as we got some sights, the sun disappeared again. A few hours later it reappeared just long enough for us to get another sight and work out a fix. From then on we couldn't get any sun shots or star shots.

Many boats have missed Cocos Island, so we were naturally a little apprehensive. At dawn of January 19, I scanned the horizon, figuring we had another 40 miles to go. But we picked up a favorable current, and at 0800 we spotted the island. Hurray! By noon we were anchored in Chatham Bay, having sailed the west and north coasts, passing hundreds of waterfalls in the process. There were two other sailboats and a motor yacht in the anchorage, but they all left after a few days and we had the place to ourselves.

We were quite pleased with our passage time of 11 days and 22 hours, especially since this included the two days of very light wind and six hours of being hove-to in strong winds and squalls. We had figured



on a 15-day trip!

A virtually deserted tropical island, Cocos is a paradise. Only four people live there; three members of the Costa Rican Navy and a naturalist from the Department of Forestry and Parks. All four of them live at Water Bay, a few miles to the west of Chatham Bay. We saw only jungle booby and frigate birds, the jungle, waterfalls and sea life. We spent two weeks exploring the many streams, and followed one up to a 50-foot waterfall that tumbled into a deep swimming pool! There was also a rocklined stream near the Chatham Bay anchorage; and many of the rocks have been painted with the names of yachts or sailing ships. Talk about history, some of them were painted in the 1700s! The waterfall for that stream also happened to be a great place to do the laundry and take showers.

The rest of our time was spent diving at the various bays and at the little islands off the north coast. Steve speared some nice fish, but we had to be very careful because there are so many sharks at Cocos Island. During one particularly good day of fishing, he saw two 3-foot black-tip sharks, a white-tip and a 6-foot Galapagos brown shark — all in a matter of just 30 minutes.

He got out of the water then, not wanting to wait for a hammerhead shark, for which the island is famous.

We then sailed the 400 miles to mainland of Costa Rica and Golfito Bay. The latter is a beautiful jungle area with a completely sheltered harbor. We anchored off the 'Jungle Club', a yachtie hangout run by Barbara and Whitey, two Americans who sailed here 12 years ago on a small boat and decided to stay. They provide most services and a safe anchorage for boats. At the other places in Golfito Bay you have to worry about thieves taking dinghies, outboards, and boarding your boat — even during daylight!

In between painting and varnishing projects on *Twiga*, we did some touring. We visited the former United Fruit Company facility, where that company once processed and shipped bananas. The whole thing was simply given to Costa Rica after a labor dispute a few years back. We also took excursions into the jungle, by foot and by dinghy. During the latter we threaded our way through the mangrove dense jungle of the Coto River. It was a beautiful trip.

We also went inland, taking a 2½-hour bus ride to cover the just 35 kilometers to San Vito. This little mountain town (3,200 feet) in the coffee-growing region is as cool

Having left *Twiga* in care of the Jungle Club (Whitey puts an employee onboard for the night), there was no problem in our staying overnight. After visiting a botanical garden, we toured a coffee tostadora, which is where they roast and package coffee.

Costa Rica is a really beautiful place with wonderful variety. There are lot of jungles, farms, national parks and forest reserves. Along the coast it's very warm and there's lots of jungle; in the mountains it's cool except for the hot springs and volcanos. Best of all, it's only a matter of hours between the two.

Once back on Twiga, we sailed to many of the islands off the coast of Panama. Some of the islands are uninhabited while others have nothing more than grass and palm shacks housing one or two indian families. We found some lovely white sand beaches on these islands to sharpen our smashball skills. At one bay just before the Gulf of Panama, we anchored and a small dugout canoe rowed out to our boat. In it were three of the wildest looking indian children — their hair was sticking straight up — this side of Borneo. But they had great smiles and only wanted to trade bananas, papayas and pineapples for milk and coffee.

Soon after that we were at the Panama



'Twiga's' Stephen Vance enjoys a little hammock time during an earlier circumnavigation on their Cal 2-27.

as Golfito is steamy. There are hundreds of little farms in the area run by the locals, most all of whom are of Italian descent.

Canal. It seems as though there are hundreds of boats headed for the Pacific, but only a few going our way. I suppose that's just as well. While at the Pedro Miguel Boat Club in the Canal, I recognized a boat we'd met cruising back

CHANGES IN

in 1979! We were amazed to see each other, but had a hard time recognizing one another. "But you were just kids then," said Ann. Thanks.

We had two 'advisors' aboard for the Canal transit. One of them was a real party animal; he started drinking beer before noon and around 5 p.m. switched to vodka and orange juice. But at least he didn't send us into the wall. The transit was a bit stressful, especially when we had to tie up to another boat in the middle of the locks and with the Panamanian line-handlers taking their time.

We're driving to Panama City tomorrow and then will get ready to visit the San Blas Islands, which are home to the second smallest people in the world. The women are renowned for their reverse applique molas but they have an interesting culture and religion, too. The latter is based on animism, which means that even little shells have souls and significant meaning. From here we hope to sail to Cartagena, Columbia, but the trades are blowing awful hard right now and we might not be able to make it. After all the easy sails in the Pacific, we're now back in the rough and windy Caribbean. Oh joy!

P.S. We managed to meet two "famous" people so far. The first was at Chatham Bay, Cocos Island, when an 80-foot Palmer-Johnson pulled in. We waved 'hi' to the captain, and he came aboard our 27-footer for coffee. It turns out the boat, Turmoil, is owned by Gary Comer, who founded and continues to own Land's End, the catalog clothing business. Comer was aboard, and judging by the fact they were headed for the Galapagos, Easter Island and Pitcairn Island, he must like the long passages. We were invited aboard Turmoil and the boat is as you might imagine.

The other famous person we met was Lowell North, Mr. North Sails, who is out cruising his Tayana 52 Wanago. We had no idea who he was, but as we passed by his boat in Golfito he hollered out an invitation to come aboard. He's quite a character, in some ways reminding us of an aging hippie. He's really nice and we spent several wonderful 'happy hours' aboard each other's boats.

We've also had a wonderful time getting to know cruisers who aren't famous. We spent a bit of time with a Spanish couple and their two kids aboard a Targa 32. Even though they spoke only Spanish and we spoke only English, we still managed to



have a lot of fun. They have very little money, and their dinghy died here, so they're spending their time building a new one. Then there's an American singlehander who is an artist and a painter — and looks quite the part, with his long beard in a braid. Another interesting couple is on the verge of completing an eight-year circumnavigation; he's 71 and she's 69! And we can't forget Odell, the 30-year old French woman who is singlehanding. Quite a mix!

— stephen & marja 2/14/91

Readers — Some of you may think that Stephen and Marja are crazy to do this kind of voyaging on as humble as vessel as a Cal 2-27. You might change your mind, however, when you learn that they've previously done a seven-year-circumnavigation aboard Twiga.

Cinnamon — Christina 43 Bob & Donna Desselle Mexico (Portland & Campbell, CA)

After more than three months at Cabo San Lucas, we headed up into the Sea of Cortez for eight months. We then crossed to the mainland, sailed as far south as

The crew of 'Cinnamon' discovered that fuel and water were easier to find than they expected in Baja.

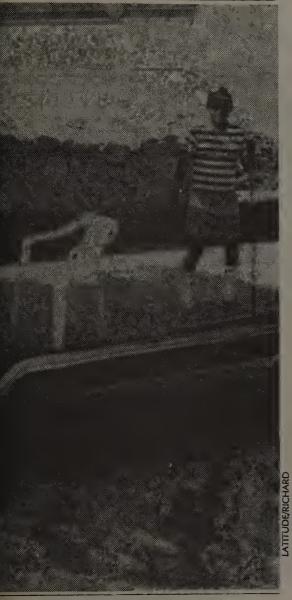
Acapulco, and are now in Z-town about to depart for the Marquesas.

It was very tempting for us to continue harbor and island-hopping in Mexico for another year or so — as so many others are doing — but the South Pacific still beckons. There has been much praise of the fishing, diving and cruising in the Sea of Cortez, and with great justification. There were very few days we could not catch dinner, snorkle or dive in clear, warm water. And the islands offered an abundant variety of anchorages.

The following are ten things we've learned:

- 1. You cannot have too much battery capacity, charging ability or spare parts.
 - 2. Solar panels are great.
- 3. DC refrigeration uses too much
- 4. Good medical and dental care are available in Mexico at resonable prices.
- 5. Water and fuel are of better quality and more readily available in Baja than is generally believed.
- 6. Inexpensive but good quality produce is normally available.

LATITUDE



7. Local beef is tough.

8. Generally speaking, mechanics are readily available in Mexico. They're also capable and very reasonable.

10. The cruising community and friends are ready, able and eager to help when needed.

And yes, we are having fun — yet! — bob & donna 3/9/91

Dolphin — CSY 44 Marty Barats Bahamas and Cayman Islands (Sunnyvale)

"You and your crew are subject to arrest, and your boat is subject to seizure. Have a nice Yule." This was our Christmas greeting from Treavor Williams, a customs official of the Cayman Islands.

Our cruise began in Fort Lauderdale on November 1, 1990, after spending a week waiting out a Norther before crossing the Gulfstream to the Bahamas. Crossing the Gulfstream in a Norther is for masochists. Our delayed crossing was uneventful, and we reached Bimini in the late afternoon. Checking in with Bahamian Customs went smoothly, and we soon set out to enjoy what these islands had to offer. Most of the time we harbor-hopped. Every now and

then, however, we'd go on the hook in just 12 feet of water — with no land in sight! What an eerie feeling.

Our progress was beset with delay after delay because of the abnormal number of Northers hitting the Bahamas and forcing us to hole up. This wouldn't have been a problem had we not been on a schedule; as it was, we had to meet different groups of friends at different islands at set dates. In order to keep to the schedule, we had to bypass some of the islands we had planned on visiting, and on other occasions had to make passages of as long as 48 hours. The net result was that this part of the trip wasn't as leisurely as we'd hoped, and we left a lot of sights unseen. The moral is clear: I will never sail anywhere again if the word 'schedule' is even thought of as being a part of the trip.

Having a deep draft vessel (6½ feet) in the Bahamas is a moderate handicap which, at times, can give even the most experienced sailor some anxiety. Sandbars, reefs and wrecks are the rule, not the exception.

One thing we noticed about the Bahamas is that the farther south we went, the cleaner the islands were and the friendlier the people. We suspect the explanation is that they have fewer tourists. The drawback is that it also means there are fewer services; food, fuel, water and even laundry facilities are scare. Few of the islands had spare fresh water, so we had to be extra careful and conserve. With as many as six people onboard at once, Dolphin's 400-gallon capacity was anything but excessive. Fish, we discovered, was not to be found for sale anywhere. The only way we could get any was by buying or trading for it with the local fishermen — who, because of the rough winter weather, weren't particularly eager to deal.

After a few day in the Bahamas, I found that charts, guide books and the SatNav were sufficient for navigation. The best use for the Loran seemed to be back-up anchor, as we were not willing to live with positions that were accurate to only about 40 miles.

Having spent three days holed up in Little Harbor, Long Island, due to yet another Norther, we sailed directly to Matthew Town, Great Iguana, where we made friends with David, Sara and Simon aboard the Boston-based Cal 39 Samsara. Seeing as we were both headed for

Jamaica and Grand Cayman, we decided to sail through the Windward Passage together. Forty-two hours after leaving Matthew Town we arrived at Port Antonio, Jamaica, and found that island to be very different from the Bahamas. Here the people were happy, friendly and full of life. This as compared to the Bahamas, where the national motto ought to be: "Nobody move, nobody get hurt". And believe me, nobody gets hurt. Except for a few street hustlers — who can be more of a pest than the no-see-ums — Port Antonio was very pleasant and is a 'must-see' for folks in the area.

Because of our schedule, we had to continue straight on to the Montego Bay YC without making any stops. We took a berth at the yacht club, the only real yacht club we've seen to date, and were treated very well by the members and staff. We'll return one day. After checking out and provisioning (i.e. stocking up on beer), we headed to Grand Cayman, the largest and most populated of the Caymans.

After sailing for two nights and one day in following seas of up to 10 feet, we arrived at Georgetown on December 23, shortly after our friends on Samsara. The



When the Northerlies blow, Bahamian fishermen get shut out. And so do cruisers hoping to trade.

Port Authority instructed them to anchor near the government dock, then, after they had finished with a cruise ship two hours later, to tie up at the concrete seawall section of the government dock. The only problem was that shuttle boats rushed by, creating four-foot wakes that hurled the Cal 39 up against the seawall, damaging her port side. At this point we began to suspect that the Cayman Island custom officials weren't too happy to see cruisers.

These officials thoroughly inspected Samsara, right down to removing part of the headliner in the aft-cabin. We soon learned that had been a cursory inspection. An hour later they came out to have a look at Dolphin as she lay at anchor. No less than five customs officials boarded our boat and promptly began searching - and destroying. It began with locker doors being stepped on and their hinges being destroyed. Soon cushions were tossed about and gear strewn all over. Then agent Treavor Williams asked where the tools were located. When I showed him, he took a large hammer and screwdriver and proceeded to gouge openings in the bulkheads! He then began removing screws and dismantling lockers and bulkheads, justifying his behavior by accusing us of having hidden compartments in the boat. If a boat has been adapted to have hidden compartments, he explained, it is automatically considered to be a drugsmuggler and thus subject to confiscation.

The key word seemed to be 'adapted'. Like all sailboats, Dolphin had areas that, because of her design, were inaccessible. You can't have a roundish hull, put in square lockers, and not have some void spaces. Mr. Williams, however, wasn't buying this explanation. After two hours of gouging holes in Dolphin and otherwise mistreating her, he left as suddenly as he arrived - but with the assurance that subject to the review of their legal department, our crew would be arrested and the boat seized. His final words were not to move the boat without getting their permission. We sought and obtained permission to move to the opposite end of the island, a better place to ride out Northers and to make repairs to what the customs people had done.

Shortly after reaching our new anchorage, however, Williams and two others showed up again. Once more they searched *Dolphin* in vain. After taking photographs of the holes they had created, they told us the boat would be entered into their computers as a drug problem. The irony is that they never found anything. I



had asked Williams to bring a drug-sniffing dog onboard so my boat wouldn't have to be torn apart. He told me that he knew there weren't any drugs onboard, that he was only interested in inaccessible areas!

While CSY has long since stopped manufacturing boats, they're still in the charter business. So I called Bob van Ost, the president of the company, and explained my plight. He said that the allegations were ridiculous and sent a letter to Cayman Customs stating that Dolphin hadn't been changed from the way CSY had built her. Williams' response was that he didn't believe the letter — and my boat was still subject to seizure and our crew to arrest! I called van Ost in Florida again, and he kindly called Cayman Customs to confirm his letter. A partially-satisfied Williams told me that we could leave.

In talking to other cruisers, I learned that all had been given a bad time by Customs — especially those who had just arrived from Jamaica. We all know that Jamaica is a well-known source of illegal drugs. My advice for those thinking about stopping at the Caymans is simple: don't. Besides the bad reception from customs, the snorkeling isn't that good and everything is overpriced. If you must stop in the Caymans, I suggest you bring a set of

Given half a chance, outboard-powered dinks will always turn on their masters in hope of bloody revenge.

structural drawings along, and don't be arriving from Jamaica or Colombia.

Legislation was recently been passed in the Bahamas to make sailing in their waters more inviting for long term cruisers. There are many islands in the Bahamas, each unique, and one year to cruise these waters wouldn't be enough. Certainly the six weeks we spent there wasn't, nor was the week we spent in Jamaica. As for Grand Cayman, forget it.

— marty 2/10/91

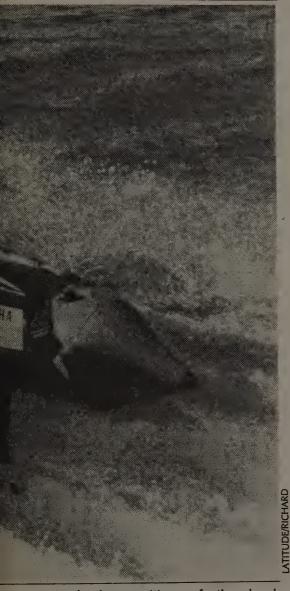
Cruisers — Has anyone else had a bad time in the Caymans? If so, we'd like to hear about it.

Cruise Notes:

What would you have done?

Big O, Latitude's charterboat, was anchored at English Harbor, Antigua when one of the women crewmembers got into the Avon inflatable to motor to shore. Captain Mike Rose, the woman's boyfriend, cautioned her to make sure the shift lever was in neutral. He explained that the lever had become sticky but that he hadn't had time to fix it yet. Ann must have

LATITUDE



misjudged the position of the level, because when she pulled the starter cord the engine fired up — in gear!

There is probably nothing as dangerous in sailing as a dinghy that starts in gear. Invariably the operator is thrown into the water, and the torque of the engine causes the dink to roar around in tight circles as if on a search and destroy mission to kill the person that brought it to life. Runaway outboards are terrible things, easily able to mutilate flesh and bone and/or cause death.

Sure enough, Ann was thrown into the water and the Yamaha 25-powered dink began to whine around in tight circles. Luckier than a lot of people, our crewmember was missed by the out-ofcontrol dink in the first couple of passes, after which it wandered off in everwidening circles. While she was now thankfully out of danger, the question now became how to stop the dink, which just happened to have a full tank of gas. The folks in the nine or ten dinks that converged on the noisy scene couldn't think of any way to stop the runaway, which was now more likely to drive itself up on the rocks than hurt anyone or anything.

It was the Newport Beach, California

couple off **Confetti** who came up with the brilliant solution. They put out a line in the path of the dink; when the outboard passed over, the line fouled the prop, promptly bringing the little maritime terror to a halt. End of crisis. As we go to press, we don't have the names of the folks on *Confetti*, but we do know that they've just finished a delightful six months of cruising in Chile — and that we and our crew owe them a huge load of thanks.

Lessons to be learned from this. 1. Always double-check to make sure the outboard is in neutral before you pull the cord. 2. Accidents can happen to even the most experienced sailors. Mike's been a professional mariner for more than 30 years and Ann knows her way around boats. And 3. A line in the prop is a brilliantly safe and effective way to stop a runaway dink.

Ulrich Briner and Margot Page of the Uster, Switzerland-based **Seeadler II** want to clear the air about fees being assessed cruisers in Acapulco:

"We are writing at the request of the Acapulco Harbormaster, Senor Capitan Alt. Ricardo Rochin Ale, who is also the acting Capitan de Puerto. Capt. Rochin is anxious that a rumor maligning his office and affecting in a very negative way the cruising community, be put to rest. This is the rumor that yachts choosing to use Acapulco as a final destination before leaving for either the Marquesas or for Costa Rica and the Canal Zone, be required to pay a \$100 U.S. pilotage fee. In reality, the fee is 30,000 pesos or \$10 U.S. dollars. Either currency is accepted. All yachts are charged the same amount when clearing for foreign ports. The receipt should read: Por concepto de servicious de pilotaje segun el reglamento particular de pilotaje para el puerto de acapulco en sus articulos 22 y 31. The only other fee a yacht is charged upon entry to Acapulco is based on tonnage. At 390 pesos per ton, our we had to pay 3,900 pesos, a little more than \$1 U.S. for our 10-ton Seeadler.

"We first heard the \$100 fee rumor in Zihuatanejo, but had also heard rumors that the fee was around \$30 U.S. The rumor-mill is rampant down here, and we find cruisers will believe anything they read in Latitude 38. So let's put this rumor to rest. Not only does this kind of misinformation negatively affect tourism, but it sometimes has the tendency to make some cruising sailors dishonest with their

declarations. When this happens, it affects all of us negatively. The Port Captains do make crosschecks. We should not be naive as to think we fill out all that paperwork in Mexico for our health.

"When we sailed into San Francisco in September of 1990, we made many friends and got a big kick out of your magazine. We've been underway for 10 years and like the idea that *Latitude* can sometimes serve as a conscience to those of us 'out there'."

We sure appreciate your clearing that up, Ulrich and Margot, and all your good words. We shudder, however, at the thought that anyone would be willing to believe "anything they read in Latitude 38". Please folks, while we do our best to be accurate, not even we believe everything we read in these pages.

As for the matter of **port**, **pilotage and other fees**, we'd like to ask cruisers when and if they think they've really be ripped off, and if so, where and for what amount.

Henri Valin of The Moorings Raiatea Carenage Service has some good news for cruisers headed to French Polynesia. Under French law, cruisers are limited to six months in French Polynesia, after which they have to move on. But as a result of negotiating with French customs, Valin has succeeded in getting the policy altered slightly. While cruisers can still only visit for six months at a time, they'll be permitted to



Great waterfalls are one of the reasons for wanting to spend more time in French Polynesia.

leave their boats at Raiatea Carenage Service for up to one year.

"This is a great step," says Valin,

CHANGES IN

"because now yachties will be able to cruise French Polynesia waters for a few months, go home to their business and families for up to one year while leaving their yacht in our care, then come back to cruise for the rest of their six-month allowance." It sounds good to us. The service is only available from Raiatea Carenge Service.

The bad news from the Europa '92 is that Ray and Janet Lotto and their 42 foot Baltic Hypathia had to drop out of that Around the World Rally so Ray could return to the States for an operation on his foot. Northern California will still be represented, however, as Richard and Lona Wilson of Modesto will start from San Diego April 6 for the Marquesas; that's the same date the rest of the fleet leaves Panama for the Marquesas. The Wilson's and their Steven 47 Kite will then join the fleet the rest of the way to Gibraltar. Europa '92' is sponsored by Jimmy Cornell's World Cruising Ltd.

Yet another of Cornell's events, the America 500, will begin shortly after the conclusion of Europa '92. An official part of the Columbus Quincentenary, the 500 will commemorate the 500th anniversary of Columbus' discovery of the New World by retracing his path from Palos, in Southern Spain, to San Salvador, which is in the middle of nowhere in the Bahamas. There will be intermediate stops at Madeira and the Canary Islands. According to Cornell, there is great interest in the race: more than 160 boats from five continents and 20



Dana Fox: he's willing, able, packed and waiting by the phone. If you're headed south, give him a call.

America 500 at (44) 71 831 0161 or write World Cruising, Ltd., Box 165, London WC1B 5LA England. Before you do, remember that Columbus crossed the Atlantic in the middle of hurricane season, and the America 500 is planning to do just the same.

Last month we reported that Roy and Tee Jennings had **Foxglove**, their Freya author of numerous fine cruising guides to that part of the world, told Yachting World that he's of the opinion that Italy has become the most expensive European country to cruise. He offered some powerful evidence: being charged as much as \$30/night to moor his 30-foot boat and as much as \$60/night to put her in a berth. And this, notes Heikell, wasn't anywhere near Costa Smeralda, notorious for unbelievably high prices. As it is, the extremely high costs are not limited to marina charges. Heikell had to shell out \$15 for a coke and a beer in Rome. But that was nothing compared to the soaking an Italian cruiser took at Ponza: \$50 for two beers, a coffee and a coke. Yikes! If you have to cruise Italy, Heikell suggests trying to find accommodations at public harbors and/or cheap yacht clubs before submitting to the ultimate financial disaster of private marinas. He also notes that with the exception of Rome and Naples, the cost of cruising drops significantly as you head south. Indeed, it's way south, in the Gulf of Toronto, that the Jennings hauled their 39-footer.

One of the most riveting books we've ever read was Helter Skelter, the story of the Manson murders as told by prosecutor Vincent Bugliosi. It was so good, in fact, that we just reread it after a nearly 20 year interim. Bugliosi, along with Bruce Henderson of Santa Rosa, has another non-fiction book out titled The Sea Will Tell. It's about the '74 murders of cruisers

Some Like it Hot!

- 253) Sybarite, power 56, Gooden/Smith, Seattle.
- 254) Nautalus, sloop, Hugh Davenport, San Diego.
- 255) Quest, Hattaras 79, Peter Huber, San Diego.
- 256) Dirigo, Westsail 32, Warren Moore, Portland, OR.
- 257) Baja Bandit, Sportfisher, R. Woodhouse, S.J. Capistrano.
- 258) Shoofly, custom 41, Dick Squire, Los Angeles.
- 259) September Song, Vancouver 25, Phil Coney, Alameda.
- 260) Melator, Cascade 29, Bob Williams, Portland, OR.
- 261) Maggie Drum, Whitby 42, Vic Klassen, Vancouver, BC.
- 262) Teloa II, Well's 35 ketch, Benton Turner, Santa Barbara.
- 263) Columbia, Lord Nelson 35, Dave Lynch, Umatilla, OR.
- 264) Abientot, Cheoy Lee Luders 36, Ed Bulfer, Portland, OR.

- 265) Koala, DeFever 43, Donald Taylor, Valdez, Alaska.
- 266) Mango, Morgan 32, Steve Weybright, San Francisco.
- 267) Succubus, Westsail 32, Rich Paukert, Los Angeles.
- 268) Maruba, custom steel ketch, Don Ricks, Vancouver.
- 269) Brandywine, 45' Le Compte, Ken Nordstrom, San Diego.
- 270) Swell Round, 49' Defever Trawler, Dan Griffin, L.A.
- 271) Heiress, Cape Dory 31, Thomas Coons, Morro Bay, CA.
- 272) Odyssey, Yankee Clipper 41, Neil S. Green, Ventura, CA.
- 273) Tiama, Garden Porpoise 43, Patrick Caldwell, St. Thomas.
- 274) Gypsy, Defever 32' sloop, Gardy Bird, San Francisco.
- 275) Gone With the Wind, Tayana 37, D. Homan, Portland.
- 276) Look Far, Tradewinds 31, Stuart Carlisle, Alameda, CA
- 277) Night Watch, Willard Trawler, G. Steiner, Hunt, Beach.
- 278) Quick Silver, Yankee 30, M. Kocina, Half Moon Bay.
- 279) Revery, Catalina 25, Ned Barnes, Colorado.
- 280) Hoy Hoy, 32' wooden sloop, Ray Morga, Sausalito.
- 281) Irish Dreamer, Columbia 34, B. Rooney, San Diego.

nations have signed up. Of these, 70 are said to be from the United States. Totally overrepresented — as was the case in the Whitbread Around the World Race — are the Finns, who have 25 entries. For more information on dates and entry fees, fax

39, hauled and stored for seven months in Italy for just \$1400. While this was true, it's somewhat misleading about the cost of cruising in that country. Rod Heikell, the

Mac and Muff Graham on Palmyra Atoll. Old hands will remember that the Grahams, a middle-aged couple from San Diego, and their boat suddenly disappeared from Palmyra. Their unexplained absence took place shortly

after the arrival, on a poorly equipped and maintained sailboat, of Buck Walker and Jennifer Jenkins. The two new arrivals were so destitute that they were reduced to surviving on coconuts, fish - and the periodic generosity of the Grahams.

The next thing anyone knew, Walker and Jenkins showed up in Hawaii aboard the Graham's boat, a vessel that they had lamely repainted in an attempt to disguise its true identity. The two - who it was soon learned had been on the lam from Honolulu authorities on other matters claimed that the Grahams had drowned or been eaten by sharks. Seven years later Muff Graham's skull washed ashore, and Walker was convicted of murder on the basis of circumstantial evidence. Jenkins, defended by Bugliosi during her 1986 trial, was acquitted. While Chronicle reviewer Michael Berry found the book overly selfserving, many cruisers will no doubt find the topic compelling enough to shell out \$22.95 for the almost 600-page book.

Are you going to crew with someone going cruising? Are you sure? Before you answer "Yes", read the following from Dana Allen Fox of San Francisco:

"After six years in the same office, behind the same desk, I decided it was high time for a change. I left my job and placed an ad in the January Latitude that read: "Experienced sailor, two years Bay racing, looking to crew on major coastal or bluewater voyage . . . " During the next few weeks I checked out some offers and finally



Why are Doug are Mary Solomon smiling? Perhaps it's their nearly 15 years of non-stop cruising. More next month.

snorkeling to scrub the hull, etc. I declined all other calls looking for crew and made all the necessary arrangements to leave my apartment in San Francisco behind. In other words, I gave notice to the landlord, packed, moved and stored my possessions, bought provisions and otherwise made final preparations for a trip to Hawaii.

"But then just before we were supposed

nothing. There I was, stranded, all my plans run aground. Well, a good sailor can think on his feet and takes changes in stride. So I'm sending a distress call to Latitude readers. Anyone about to embark on a cruise anywhere who can use a reliable - and packed - crew, I'm set. I've got the canned roast beef to prove it. It's been 10 years since I've lived with the parents and I'm not ready to go back now. Ocean-bound vessels can save a swab from his mother's meatloaf by calling me at (707) 542-5605. P.S. May Neptune becalm the ship of a certain skipper."

We wish would could say dirty deals like that never happen, but they do. It also happens on the other side of the coin, where a skipper has poured tons of money into his boat, has everything stowed away, when at the last minute the crew gets cold feet, chickens out, falls in love or some other excuse. You got the right attitude, though, Dana, take it in stride and move on. Keep it up and you'll soon be laughing over it while sipping a Hinano in Papeete. By the way, if you're really hot to crew, you might buy one of those \$99 tickets to Mexico. There's a lot of boats about to leave for the Marquesas or Costa Rica, more than a few of which could use a good extra hand.

Just a reminder, the dates of Sea of Cortez Sail Week are April 14 thru April 21, with all the action starting in La Paz. Be there or miss out on a great time.

We'll close this month by letting you

282) Mithrid, 37' Trimaran, Glen Fuller, San Diego.

283) Becky Lou, Panda 38, William Shuman, Seattle.

284) Wu Wei, Homemade Junk Rig 28, G. Painchaud, Vancouver.

285) Tindora, Swan 57, Jussi Aspiala, Helsinki, Finland.

286) Alaskan Spirit, Cal 39, John Clara, Seward, Alaska. 287) Taz, ChrisCraft 35, Jerry Zerr, Marina del Rey.

288) Aria, Crealock 37, Philip Osgood, Seattle.

289) Mika, Hans Christian 38, Michael Salvaneschi, Channel Isl.

290) Orton, Monk ketch 36, Rodney Walters, Valdez, Alaska.

291) Galore, Panda 40 cutter, Gary Crowell, Seattle.

292) Racy II. SC 50, Lu Taylor, San Francisco.

293) Ossi. Columbia 26, Rudiger Ossa, Redwood City, CA.

294) Camelot, 43' Hans Christian Cutter, R. Tyler, Scottsdale.

295) Joyride, Rawson 30, O.M. (Mac) Bercaw, Alameda.

296) Monopoly, Cal 39 Sail, Dale Peterson, Long Beach.

297) Double Bullet II, 76' cat, Bob Hanel, Del Rey, CA.

298) Evolution, SC 70, Tom Priest, Marina del Rey.

299) Windswept, Sail, Frank Karlsson, Ramona.

300) Thesis, trimaran, Jim Turner, San Diego.

301) Sea Shadow, sail, Jim Pendleton, San Diego.

302) Eppey, Brown Searunner tri, Jerry Callen, Long Beach.

303) Tauha, CT 41, Douglas Gould, Marina del Rey.

304) Baruch, sail, Paul Kirwin, Kitimat, B.C.

305) Island, Westsail 32, Gray Graham, San Deigo.

306) **Sandpiper**, Whitby 42 ketch, Tom Magill, San Diego. 307) **Tender Mercies**, HC 34, Mac Pearce, Ventura.

308) Marcia, ChrisCraft, Howard Ross, Huntington Beach.

309) A Great Escape, Custom 57, Brent Chapman, Vancouver.

310) Joan D III. 40' wooden cutter, Michael Berkey, Galena, AL.

311) Ave de Paso: CT 41, R.Johnson, Port Angeles, WA.

312) Magic Moon. Cheoy Lee OS 41, D. Donegan, Santa Rosa.

313) Sea Dancer, Benford 46, Jim McCarthy, Seattle.

314) The Kathry Anne, Talisman, Don Hamilton, Ventura.

315) Tenacity, Peterson 44, Donald Blachey, San Diego.

decided to sail out of the East Bay six weeks later as part of a two-person crew for the trip to Hawaii. The skipper welcomed me aboard the Columbia, and I spent the next five weekends anchored in Antioch, going up the mast for maintenance,

to pack the boat and leave - one day before, in fact — I got a phone call. 'Sorry man, we can't use you for crew, my plans have changed, bye.' No explanation,

cruisers ponder the words of William Shakespeare (not the long-time Southern California yacht broker, but the bard), who wrote: "Fortune brings in some ships that are not steered." If you know an example, we're all ears.

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12-FT SAILING/ROWING DINGHY, mahogany lapstrake built 1988, including trailer, sail, spars, oars, centerboard, rudder, tiller, and fitted cover. Classic elegance, modern wooden construction by professional builder. \$4,000. (415) 653-7458.

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10-FT DYNOUS INFLATABLE with keel, \$550. 1988 Marnier 9.9 hp low hours \$750. Will sell separate. (415) 467-4136.

EL TORO: Original no. 100 (branded into hull), original sail, plus new sail. Dinghy in excellent condition. Wood mast and boom need refinishing. \$600. (415) 366-5600 (days), (415) 369-1132 (eves).

DYER 8-FT SAILING, ROWING, or motoring dinghy. Good condition with little use. \$825 will deliver to location within reason. (209) 634-8752.

ACHILLES DINGHY, 10-FT, including 9.8 Mercury Twin o/b, gas tank, oars, and foot pump. \$1,350. Also: *Islands* magazine collection, HON folding bike, women's brand-new wetsuit (size 8-10). (415) 376-5727 (East Bay).

505-PARKER. New Proctor-D. New main & jib, cover, extra sails, trailer. Good condition. \$1,500. 235-7830.

14-FT WHITEHALL fiberglass lapstrake, good condition. \$1,500. Call David 331-1280.

24FEET & UNDER

DUMPING 1984 FREEDOM 21, in good condition, no blisters. Will sell for \$6,262 (75% of Buc Book low retail price of \$8,350). (415) 965-0621.

LIDO 14, 1984. Classic day sailer by Schock, red hull, cream deck, Ullmer sails, Sprint trailer, freshwater sailed only, very good condition. \$1,800. Ask for Roger (209) 667-0995, (209) 632-7729 (eves).

TREASURE ISLAND #9. 1953 Wm. B. Nichols 21'6" sloop. Two suits of sails, whisker pole, needs some T.L.C. Moving must sell. \$1,500 b/o. (408) 942-0850.

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CATALINA 22, 1972. Swing keel, 6 hp o/b, VHF radio, new cushion covers, head, curtains, mainsail cover, Coyote Pt. berth, extras. \$3,500. (415) 792-8036

CATALINA 22. Fined keel sloop. 1976. Fiberglass, sleeps 4, porta-potti, rigged for single-handing, located S.F., nice condition. \$1,950. (415) 897-3060.

13-FT BANSHEE, very good condition, with trailer. Has glass rudder and dagger-board. Sail in excellent condition. Current licenses on both boat and trailer. \$850. (916) 662-9072.

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CAL 20. Good condition, tapered mast, spinnaker, 6 hp Johnson, great for learner! \$2,800. (415) 523-7307 (after 5 pm). O'DAY 17 DAYSAILER II. New jib, new rudder/ tiller, cover. EZ Loader trailer. Great condition. Many extras. \$2,500 b/o. David (415) 968-0993 (eves), (415) 404-4513 (days).

CATALINA 22, 1981. Swing keel, pop-top, 5 hp Mariner, trailer with extendable reach, porta-potti, VHF radio, sink, sleeps 4, adjustable backstay, rigged for single-handed, excellent condition. Great bay boat. Call Steve (415) 521-6155.

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CAPRI 22, 1985. Racing package, Mylar/Kevlar main, compass, knotmeter, porta-potti, trailer w/keel guide, 5 hp Honda. Lake sailed only. Excellent condition. \$9,500 b/o. (209) 275-6289.

MONTGOMERY 17, 1988. Great condition. Freshwater boat. Extras include trailer with tongue extension, new 5 hp Honda o/b, custom stern rails, custom wood interior, reefable main & jib, porta-potti, propane stove, sail covers, PFD's. \$8,900. (702) 746-1969 (eves).

ERICSON 23, 1968. 6 hp o/b, 2 speed winches, 3 sails, 4 berths, 1 head. New main, rigging, upholstery, keelbolts, thru-hulls and valves. Recent survey (at \$5,500), no blisters. \$4,000 b/o. Would consider Laser/similar as partial payment. (415) 586-5124.

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VENTURE 21, 1974. 3 sails, flotation, trailer with extension, motor mount/lank. Anchor, potty, cushions, whisker pole, compass and more. Halyards aft, LPU paint, many upgrades. Fast, fun to sail and In excellent condition. \$2,800 b/o. (415) 939-2490 (eves/wkends),

17-FT LUGER with trailer and motor. \$2,400. (415) 522-3501.

MACGREGOR 21-FT, 1970. Fiberglass sloop, 1,135lbs light, fast, cabin sleeps 2 comfortably, no galley. Swing keel with trailer, save slip fees, park in your yard. Offers. With 4 hp o/b needs minor work, ? (415) 934-4708.

RANGER 23, o/b, VHF, depthfinder, porta-potti, sails, anchors, life-jackets, compass. Brickyard Cove Marina. \$5,000. (415) 848-4504.

24-FT WYLIE WABBIT, 1984. Hull #50. Race ready ultralight. 16 sails including fresh one-design set. Trailer. All Harken. Many spares. \$7000 b/o. (619) 285-1159 (ly msg).

CATALINA 22, 1973. Swing keel, trailer, North sails, 1920 Johnson o/b with sailboat extension shaft, VHF. Good care, sailed regularly, many extras. \$4,000. (415) 261-1776.

CA 20 ONTRAILER at Alameda Marina equipped for cruising, roller jib, dodger, Evinrude 6 and many other goodies. \$2,900. (408) 973-1358.

MERMAID 20'6". Danish-built Lapstrake full keel sloop. Rebuild nearly complete, boat is out of water. Needs very little work & is in excellent shape. Price & terms are negotiable. Dedicated owner & good home first consideration. (415)

VENTURE 22 by MacGregor, 1975. Sleeps 5. Trailer, new 4 hp o/b. 12-inch draft. Porta-potti, pop-top, miso, improvements. Tows well. Great for bay, delta, or lake of your choice. Will deliver throughout Northern California. Asking \$2,900. Call Brian (707) 426-9901.

WAVELENGTH 24, 1983 w/trailer. Fully equipped dual compasses, Signet depth & knotlog, VHF, 19 bags of salls, outboard motor, porta-potti, salety equipment package, Harken equipped for racing or just having fun. Must sell, best offer. Call (415)

CATALINA 22-FT. Discover the romance of the seal Swing keel, trailer, pop-top with cover, forward hatch, new interior, porta-potti, 3 sails, boat cover, eleeps 5. Very clean and in good condition! \$4,000 b/o. Call Bob (415) 516-1232.

CAL 20. New keel bolts, bottom painted, white hull with blue trim, \$2,250. Trailer, \$250. Call Walt (415) 793-8794, or Jack (415) 656-0258.

3 DRASCOMBE BOATS FOR SALE. Drascombe coaster with trailer, \$8,000. Drascombe lugger with trailer, \$5,000. Drascombe Scaffie with trailer, \$3,000. All In excellent condition and 1986 Datalink 22 swing keel-loaded with extras like new, with trailer, \$11,000 b/o. Call (916)

24-FT RAINBOW SLOOP, F/G. Fixed fin keei, Sparkman Stephens design. Sleeps 2, Marine head, 7.5 hp o/b, & trailer. \$3,000. Redwood City berth. (408) 629-1682.

RANGER 23, 1976. O/B, VHF, sails, includes fully battened main, 85, 100, 125. All lines led aft. \$6,000. (408) 251-6436.

HOBIE 16. Good condition, trailer, trapeze, wet bag with all necessities. \$1,000 b/o. Call (415)

COLUMBIA 24, Fiberglass sloop, 8-ft beam, 3'4" draft, 4000# disp. Main, club jib, 130 jib, strong rigging. Long-shaft o/b, VHF, DS, KM, 2 anchors, extras. 4 comfortable berths, 5'8" headroom, clean, classic look. \$5,800. (916) 393-3500

SANTANA 22: 6 sails, Johnson o/b, new cushions and much more all in excellent condition. I've moved and the boat market is soft so am offering this wonderful boat for \$2,990. Berkeley berth. (313) 662-9821.

CAL 20, #77 NICE. Galv tailer w/new axle, 6 sails, epoxy keel, new keelbolts, bottom paint and wire rigging. Adj. backstay, top lift, vang, jiffy reefing, all lines aft on Seals bridge. 2 anchors w/rode, bow roller, bilge pump, sail cover, lifejackets, flares, fire ext., whisker pole, boat hook/paddle, cabin lamp, first aid kit, magic box, tiller ext., barient winches, and more. Dry berth w/lift. (415)

SANTANA 20. A race-winner at national level. Knotmeter and compass, faired keel, much Harken, full Jutz inventory, 2 spinnakers, trailer. A clean, freshwater boat. \$4,750. (916) 221-7662.

CAL 2-24. Very good condition, 4 sails, Evinrude 6 hp. Good, fast, safe bay boat. \$4,000 b/o. Call Mike (415) 383-5060.

LAPWORTH GLADIATOR 24-FT. Great sloop rigged for spinnaker. Sleeps 4. Porta-potti and much more. Must sell, \$3,500 b/o. Call (707) 998-4928

CATALINA 22. Well-kept 78, ext. tongue trailer, 5 hp o/o, VHF, depth, knot, AM/FM, 4 sails, other extras. \$4,500. (916) 777-5688.

US 22 F/G SLOOP, 1982. Johnson 8 hp deep shaft o/b w/cockpit controls, galley, porta-potti, VHF, infiatable dinghy, etc. Delta berth. \$4,500 b/o. (209) 748-5721.

RANGER 23, 1976. Loaded. 11 bags, excellent condition. Law school forces sale. Sausalito berth. Best offer. 752-5686.

VENTURE 21-FT, 1973. Fast sloop, swing keel, cabin sleeps 4, fantastic boat for bay or lake, traller included, 8 hp o/b, well kept boat, save slip fee, park driveway, bought bigger boat. (408)

CATALINA 22, 1973. Swing keel, double axle trailer with extendable reach, main, jib, Evinrude 9.9 hp o/b. Recent tune up, porta-potti, VHF radio. \$3,800 b/o. (408) 257-9064.

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WESTERLY CIRRUS 22-FT cruising sloop. Great bay-delta boat. Full keel, strong, safe, 10 hp inboard diesel w/rev gear. Standing head room, galley, dinette, enclosed head, big storage, sleeps 4, full sail inventory. Single-hand rigged, VHF, fatho. Berthed Richmond. \$12,450. Call (415)

RANGER 23, 1976. Great racer/cruiser. Good condition, new barient 20s, new sail cover, hinged mast step. Tandem axle trailer w/surge brakes. \$8,000 b/o. (707) 762-4175.

20-FT R.K. FIBERGLASS SLOOP. Comfortable cabin sleeps 4. Refurbished inside & out. New teak. New cushions. Main & jib. Fully rigged. 3.9 hp Volvo Pinto. Swing keel, includes trailor. Delta berth. Ready to sail. \$3,500. (415) 322-9438.

ETCHELLS 22. Ready to race. Winning history, latest sails, trailer, many extras. \$9,900 cash or owner will finance with \$3,950 down & \$200/ month. (415) 548-4159, (415) 547-0685.

RANGER 23 on double axle trailer. Excellent bay boat & pocket cruiser. Good shape w/many sails including 2 spinnakers. Outboard, porta-potti. Can be seen in southern mann. \$6,500. Call Dave (415) 332-1761 (days), (707) 874-1424

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CAL 25, 1966. 12 sails, including 4 with only a season of use. Epoxy bottom, extra strong rigging. 2 anchors, VHF, depth, knotlog, 2 batteries, Nissan 5. Returbished interior with queen sized double berth (really!). Asking \$4,000. Call (415) 548-1447, (415) 424-6633.

HUNTER 25-FT, 1978. 6 hp o/b, stand up head room, roller furling, stove, sink, icebox, VHF, stereo, DS, KM, WS, autopilot. \$6,900 b/o. (415) 684-3720.

CORONADO 25. 5 sails, 10 hp o/b, AM/FM cassette. Lines led aft, Lewmar winches. Sailed often, well-maintained. Price lowered to \$4,000 or trade for passenger van of equal value. Call (415) 278-9391.

SPRING CLEARANCE OF SUN 27. Must sell, 1978 fiberglass sloop sleeps 6 with Yanmar diesel, wheel steering, no blisters, MOB system, VHF, lifeline netting and more. This vessel has seen very light use. Steal for 70% of Buc Book. \$12,500. (415) 965-0621.

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CALT-2, 1976. Best T-2 anywhere - fast, exceptionally maintained, original owners. New Yan-mar 10GM diesel, main double leach and flattener, 95% jib, Datamarine knot and depth, Plastimo compass, new bottom paint, Martec Mark III folding prop, newly covered cushions, teak varnished inside and out, all standing rigging replaced, Harken oversized traveler and sheeting. Also 2nd main, 150% and 125% genoas and spinnaker, VHF, stereo cassette AM/FM. \$14,500. Call Lou (408) 748-1611 (w), (408) 867-5449 (h).

MACGREGOR, 25, LIKE NEW, trailer, 9.9 hp Johnson, jib, genoa, spinnaker, vang, 4 winches, all lines led aft, enclosed head, stove, depth, swing keel, 18" up 5' down, fast, fun. 2nd boat, must seil. \$14,000 replacement, \$5,750. (707)

LANCER 28. Shoal draft keel w/trailer. Excellent condition, sleeps 6, electric head, alcohol stove, 10 hp Honda, autopilot, depth sounder, knotmeter, many extras. Owner willing to finance or trade for real estate. \$13,000. (916) 966-3393.

ALBIN VEGA 27-FT quality Swedish offshore crulser. Exceptional condition. Yanmar diesel, many upgrades. \$18,500. (707) 525-9509.

FRIENDSHIP SLOOP 25-FT. Classic gaff rig design by Howard Chapelle, 1983 cold molded hull, Master Manner winner last 2 years, sleeps 2, galley, head, o/b, teak trim, large cockpit, great sailing boat. \$7,500 b/o. (415) 647-5257 (eves).

CATALINA 27, 1972. Outboard aux, cockpit controls, current liveaboard, reefer, but no room lor piano - must selll \$8,500. Make offer - call Tom (415) 763-0564 (lv msg).

WYLIE 28 "HAWKEYE". Tom Wylie's original 1/2 tonner with many recent updates. New bendy rig and mainsail, 1988. New Kevlar-Mylar headsails, 11 bags total. Cruisable interior with lots of storage. In fresh water past 11 years. \$12,900. (206) 574-5421 (eves).

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PEARSON 28-FT, 1986. Great bay cruiser, excellent condition, fully equipped, main, 2 jibs, Lewmar winches, dual batteries/charger, dodger, stereo, radio, AWI, WS, KS/log, DS, diesel, wheel steering, hot water, shower, sleeps 6. Sausalito berth. Assumable loan. \$40,000. Call (415) 331-8366.

MERIT 25, 1980. "Ragin Cajun". Black - 2 spinnakers, Mylar/Kevlar racing sails, Dacron cruising sails, knotmeter, compasses, trailer, kept inwarehouse first 5 years. Dry epoxy bottom, best hull in fleet. \$13,000. (415) 526-0403.

CAL 2-27, 1975 w/diesel, 2 mains, 3 spinnakers, 5 headsails, new headfoil, Trimble Loran, full MORA gear and delta cruising gear, recent engine work, new topsides paint in 1988 - the list goes on. \$20,500. (415) 825-2969 (eves).

BAJA READY: S-2 26-ft. Diesel, aft stateroom with double bed, 6-ft + headroom. New electronics, Benmar autopilot, dodger, speedometer-log, Avon, new o/b. Pages equipment. More living space than most 30-ft. Price includes heavy-duty trailer. All Bristol travel ready. \$23,950. (415) 687-5239.

CUTTER 26. Classic design, 1960, diesel engine, optional o/b engine, full galley, including extinguishers, life jackets, sail. \$2,500. Slip avail., including electricity, water, \$100/month. Call Bill or Nick (415) 721-4900.

CATALINA 27, 1975, very clean, refurbished 1989. Epoxy bottom, new o/b & dinghy, newly rigged, lines led aft, Harken roller furl & self-tailing winches, new jib, VHF, stereo, autopilot, surveyed, Sausalito. \$11,900 make offer, will finance. (415) 491-0825.

TARTAN 26. Bristol condition, new Yanmar diesel, Loran, VHF, RDF, DS, main & 3 headsails, sleeps 4, enclosed head, large icebox, new upholstery, rigged for single-handing, perfect for bay cruising, Emeryville berth. \$12,000 b/o. (415) 237-1458.

EXCALIBUR 26. "Scaled-down Cal 40." One of those solid mid-60's boats. Good family S.F. Bay cruiser - stable in heavy air. Well-maintained. VHF, o/b, inflatable, extra sails. \$5,000 b/o. (415) 331-9239 (nights - Iv msg).

ERICSON 28+, 1987. Absolutely clean and like new condition and pampered boat. Furling jib, new dodger, wheel w/instruments mounted, Yanmar diesel, fresh water cooled, full galley, full head w/shower, h/c press. water, batt. charger, VHF, AM/FM, large cabin w/6'1" headroom, sleeps 6. \$38,500. 459-4820.

26-FT FRISCO FLYER. All teak, afloat in San Rafael. Needs new cockpit and some maintenance. For sale \$1,800. Call Karel 863-5155.

ERICSON 25+, 1981. \$18,750, Primo fully equipped cruiser. DS/KM/WS/WD/VHF/FMS/12/11 ORFR/OMC and North QRM/RFG. Beamy stand-up modern teak interior with FW head. PHRF-204, 10+ fun machine. Call Bruce (213) 776-1611 (wkdays).

EXCALIBUR 26 (BAY CLASS). All glass, teak trim, draft 4'8", beam 7'9", stable, 3 sails, dinette, in counter sink, icebox, head-holding tank or through hull, sleeps 4, 6 hp Johnson. \$4,800 (value \$7,000). (415) 892-9523 (Novato).

ISLANDER 28, 1977. Pedestal compass, wheel steering, roller furling, 30 hp Atomic 4, radio, knotmeter, fathometer, lots of wood and cane detailing below decks. \$18,000 b/o. Sausalito berth. (415) 332-2344, x2506, (415) 332-0529 (night).

26-FT BARNEY NICHOL SLOOP, full keel, 1 cyl. gas, sink, sleeps 2, lights, shore power, 3 bow sprit, heavy bronze portholes, cleats, mahogany cabin trim. Dead eyes, glassed to water-line. Hauled 89, excellent condition. \$5,000 - trade??!! Berkeley berth. (916) 457-4287.

NOR'SEA 27. Superb condition. Aft cockpit, delightful interior. \$16,000 in options and equipment installed fall 1989, including cruising spinnaker, windvane, SatNav, windlass, dodger, dinghy, o/b, plus everything needed to begin your dream cruise. No need to buy anything more. \$48,500. (503) 881-1655.

COLUMBIA 26 MKII. Fun family cruiser, comfortable, dry & easy to sail with hot pink & blue full batten, self-tending jib, & full batten main. Also 110%, 150% & stock main. Sleeps 5. \$10,000 b/o. Trades welcome. (415) 523-9011.

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26-FT PEARSON. Troublefree, Sausalito berth, epoxied bottom in 1989. \$7,000 b/o. Motivated. (415) 381-6748.

VENTURE 25, 1977. Trailer, Mercury 7.5, galley and ice box, USCG-required equipment, anchor and chain and rode, compass, knotmeter, fenders, private porta-potti, curtains, sleeps 5, midboom sheeting with traveler, ready to sail. \$4,500. Call Gary (408) 926-1162 (eves, wkends).

26-FT PEARSON. VHF, DS, KM, compass, 15 hp o/b elec. start, tuned 12/90. Sails like new, cruising spinnaker, sleeps 5, head, stove, sink, well-maintained. Great bay boat. \$7,000. Call (415) 297-5032, (415) 833-0961.

\$9,000 - YOU NOW OWN A 1978 retractable keel Catalina 25, 4wheel EZ Loader trailer, 9,9 Johnson o/b and the misc. equipment to sail the shallow delta or the deep bay. Call (415) 682-0798 (Concord) for the facts.

ERICSON27,1972. Top condition, fully equipped. 6 mo. Atomic 4 warranty. All lines led aft. 10 years of records available. \$13,000. (415) 331-6255.

CAPE DORY 28, 1979. A beautiful boat, strong and comfortable. A great boat for the S.F. Bay area. A fabulous weekend retreat. Diesel, VHF, RDF, anchors and more. Call for details. (415) 828-4353.

TARTAN 28, 1986. S&S design, excellent condition, 135% tape drive, 100% Mylar, storm jib, 3 reef main, knot, log, depth, wind, VHF, lines led aft, 3 anchors, self-tailing winches, teak interior. Never a blister. \$31,000. (415) 797-0688.

CHEOY LEE OFFSHORE 27, New Awlgrip paint, new digital KM, log, DS, VHF, Tillermaster autopilot, Monitor windvane, Volvo 18 hp diesel, cutter rigged, roller furling genoa, dodger and canvas, teak decks, 2 anchors, 2/50 ft chaln and 200 ft rode on each, all teak interior. Extensive custom electronics. Our family has outgrown this beautifulboat. Now 2-boat owners, we must sell. \$16,500. (415) 924-8398 (Iv msg).

SAN JUAN 26, 1983. Excellent condition, 10 hp Honda motor, furling jib, trailer included. Seldom used, has never seen saltwater. Terrific cruising, lots of fun, fast, comfortable, easy to sail. Surveyed \$12,000, asking \$10,000. Call Bill (415)

PACIFIC SEACRAFT ORION 27. Cutter rigged, beautiful condition inside and out. Full sail inventory, radar, self-steering vane, autopilot, dodger, refrigeration, windlass, dinghy. A true blue water boat for the serious cruiser. \$44,500. Call (408) 247-3560.

NONSUCH 26. If you've ever wanted one, this is the one you want! Better than new. Extensive equipment list. Featured on the cover of July Latitude 38. \$49,000. (707) 554-8725.

ERICSON 27, 1978 SLOOP. Excellent condition, wheel, Yanmar diesel, new AM/FM cassette stereo and VHF, depth, knotmeter. \$14,900. Call Doug (415) 254-9756, or Miles (415) 930-7371.

AUCTION: ERICSON 26, 1986. Excellent condition. Sleeps 5, Sausalito berth, must sell. April 21, 1991, 2 pm. Reserve right to reject bid. Call (702) 831-2464 for terms.

CATALINA 25, 1987. Retractable keel, pop-top, custom trailer, Honda 10. Most factory options, shore power, DS, KM, VHF, stereo. Extra sails. Still like new, "Bristol", never been in salt water. Located at Discovery Bay. \$18,750. Call (415) 634-9587.

PRETTIEST CATALINA 27, (1977) AROUND. Atomic 4 engine, completely re-finished, laminated epoxy bottom, custom interior, wheel steering. \$12,000. (916) 777-5117.

ISLANDER 26, 1977. Inboard gas 15 hp, overhauled in 90, depth finder, fish finder and VHF new in 84, 3 leading edge sails new in 84, lots of teak in interior Bahama model. South Beach Harbor berth. \$9,300. 826-0527.

CORONADO 25-FT, 9.9 hp Evinrude recently serviced, hull painted in 1990, sleeps 5, very stable & roomy boat for the bay or delta, head, sink, good sails, sound condition. \$4,500 or trade for smaller trailerable boat, car. (408) 268-0433.

CORONADO 25. Autohelm 1000, new working jib, recent motor overhaul, full keel, sleeps5, VHF, radio, anchors, head, stove, good shape, well known in S.F. Bay area, great starter boat, 2-boat owner. \$6,500. (707) 557-6879.

COLUMBIA 28, 1969. Superb condition, sleeps 6, enclosed head, full galley, Atomic 4 Inboard, compass, KM, DS, VHF radio, 8/90 survey. Must see. \$12,500. (415) 820-1887 (eves, wkends).

CATALINA 27, 1975. Tall rig, club jib, autopilot, Honda 7.5 o/b, wind curtains, Pineapple sails, Danforth deepset anchor, depth finder, compass, has some blisters, otherwise excellent. \$7,000 b/o. (916) 482-0820.

STOP HERE - are you looking for a well-kept 26-ft boat? I'm moving and must part with my beloved Islander, many amenities: autohelm, refrigerator, dinghy with o/b, KM, depth, VHF, pressure water. Call Steve, first respectable offer, (408) 268-4195.

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PACIFIC SEACRAFT 25-FT DOUBLE-ENDER. Great pocket cruiser, rebuilt diesel, (Jan '91), 4 tanbark sails (new main cover), very, very clean. \$18,500. (707) 745-3471 (after 7 pm, or lv msg).

28-FT NEWPORT, 1975. Looks & sails great! Perfect for bay or coast. Sleeps 6 +, DS, knot, auto, compass, VHF, dinghy, etc. No spinnaker. Must sell ASAP. Best offer over \$11,500. (707) 554-4129.

CATALINA 27. For sale or 1/2 lease. Good clean boat. Cockpit rigged, head w/holding tank, inboard Atomic 4, cockpit cushions. \$9,999 or 1/2 lease for \$190/month. Berthed in Alameda. (408) 720-8309

ERICSON 27, 1979. Excellent condition, ready for Opening Dayl Full headroom below, enclosed head, Wheel steering, Atomic 4, self-tailing winches. New full-batten Sobstaad main & foam - luff 110 jib, North 140 genoa, Harken roller furling. New depth, knotlog, autohelm, VHF & cassette deck. Cockpit cushions & covers. A great performer at \$17,000. (415) 343-7611.

CUSTOM 26-FT CUTTER. All fiberglass with 6 sails, o/b, VHF, Loran, propane stove, anchors, windlass. Sleeps 2 in cozy, insulated cabin. Headroom only 4.5-ft but I lived aboard 2 years very comfortably and economically. Sausalito berth available. Asking \$7,500. (415) 331-9491.

LANCER 28, 1979. Exc. condition, no salt water, 6-ft headroom, stove, 15 hp inboard, head w/sink, depthfinder, compass, CB, autobilge, new genoa and furling system, sleeps 6, trailer included. 1st \$15,000. (916) 894-6416.

OLSON 25s - We know of 6 O-25s currently for sale on the West Coast. If you're interested in buying (or selling) one, contact us for help. Also if you presently own an O-25 and have lost touch with the Class Association, contact us for the latest newsletter and the new class rules. Bill Riess (415) 653-9531 (nights).

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CATALINA 27 HULL NUMBER 37. This is a classic boat. Fortman Basin upwind berth. Must see before you purchase any other boat. Jib & main in good condition. \$1,200 credit towards increasing your sail inventory at title transfer. Career time pressures dictate renting vs. owning as being more time efficient. Priced to sell for this season's enjoyment, not due to poor boat condition. Spend this season in your own boat with new sails. Call Tom (408) 235-1012.

1982 O'DAY 28-FT SLOOP. Recent service to inboard diesel, wheel, large interior, new rudder, new deep cycle batteries. Strong and safe in excellent condition. You will love this beautiful boat. \$29,500 b/o. David King (415) 362-4542 (days), (415) 543-0309 (eves).

"SUMMERTIME DREAM" - 26-ft Schumaker custom racer. Trailer, 19 bags, rod rigging, etc. Will even sell crew with the boat! Owner financing available. Hurry - Vallejo Race is May 4-5. \$10,500. Call Rob (415) 383-8200 (w), (415) 331-3134 (h).

ERICSON 27. Surveyor rates "above average." Market value \$15,000. 3 jibs, spinnaker, Atomic-4 rebuilt 1988. Following new: mast, boom, standing rigging, lifelines, gas tank, working jib, main, compass, knotmeter, head, bilge pump, outside cushions. Will consider fixer or smaller boat as part payment. (916) 756-3860.

MERIT 25 "XX" 1979. Strong, pre-cost cutting hull. 13 sails (3 spinnakers), o/b, epoxy bottom, excellent condition. \$9,999 or trade down to good bay keel boat (Ranger 23, etc., will consider full keel). Call Garrett 524-3467 (home), 786-2000 x2350 (work).

CHRYSLER 26, 1977. Excellent condition. New bottom, club jib, 110, double reefed main. VHF, stereo, depth, new 8 hp Nissan. New interior, standing headroom, sleeps 5, stove, sink, head, anchor. Clean, well cared for. \$6,900. Call (209) 951-4816.

\$1,000,000 VIEW from my Columbia 26 MK II berthed Marina Green, SF. Great weekend hideaway or sail to Angel Island, Sausalito or under Golden Gate for romantic sunset cruise. Perfect beginner boat - comfortable, easily sailed and yours for \$8,700. (408) 335-3708.

RANGER 26. Excellent bay boat. Recent bottom paint, 5 sails including like-new spinnaker, 1-yrold Nissan 15 hp o/b, 2 speed winches, knot meter, depth gauge, lifejackets. \$10,500. Call Rene at (415) 352-6254.

BRISTOL SLOOP, 27-FT, full keel, heavy-duty rigging, barient winches, 5 sails, VHF radio, km merc. 9.8 elec., 9-ft cockpit. Good condition, ready for bay or ocean, sail away. \$6,500 b/o. See in Alameda. 794-3385.

PEARSON TRITON, 28-FT. One of the best. All the extras, new dodger, new cushions, head, stove, BBQ, inflatable, speed log, compass, VHF, CQR, all lines led aft. See this boat before you spend \$15,500 on anything else. (415) 479-0226.

27-FT STEEL SAILBOAT FOR SALE. Diesel engine, windvane. \$8,400. 431-6666.

CRUISE READY PEARSON TRITON 28.5-FT. All new: rigging, LPU, propane system, autopilot, genniker, DS, log, inflatable dinghy, wiring. Lights, plus much other gear. A beautiful boat - legal liveaboard. \$10,750 b/o. 332-4559.

26-FT PEARSON 1979. Recent new addition: mainsail, halyards, secondary winches, boom vang, all lines aft, double life lines, autopilot, compass, AM/FM stereo, aft pulpit, ladder. Other equipment: spinnaker, 150% genoa, working jib and more. Perfect bay boat - first boat. Bristol condition. \$8,000. (415) 435-7455.

CATALINA 27, 1971. Excellent condition, resin rich, Johnson 10 hp o/b, 1989, electric start. DS, VHF, 2 jibs, 110 volt shorepower. Custom-made teak dinette table and hinged main hatch. \$8,200. (415) 664-7563.

CHEOY LEE FRISCO FLYER SLOOP. Teak planks, copper fastened. A beautiful seaworthy boat. \$2,400. 331-8569.

MACGREGOR VENTURE 25. Trailer, 1989 Johnson 8 hp, 3 sails, pop-top dodgers, pulpits, inflatable boat set, vang, KM, compass, bell, potti, cushions in/out, jiffy reef, navigation lights, USCG, lots more. Fun starter/bay/lake boat. \$5,900. (415) 938-6235.

HAWKFARM 28-FT. Active one-design fleet. A fun boat to race or just daysail. Designed for S.F. Bay sailing. For sale or just charter for racing season at reasonable rates. Call 937-7024 for more information.

SANTANA 525. Excellent condition, 2 mains, 1 new Pineapple, 2 genoas, 1 Pineapple Mylar, 1-110, tri-rad spin. w/new spinnaker pole. New mast, standing rig., new halyards, new bottom, km, compass, AM/FM cassette w/booster. Anchor, porta-potti. \$6,000 invested, sale \$8,500. (916) 333-1586 (w), 333-1657 (h).

29 TO 31 FEET

30-FT ISLANDER BAHAMA '79. Pressurized water system in head and galley, sleeps 5, wheel steering, 3 sails, DS, KM, VHF, stereo, Volvo diesel, safety gear, cockpit cushions. Great family cruiser/racer. \$22,000. (408) 842-3319.

CASCADE 29, 1975. All F/G sloop, strong enough for round the world, fast enough for round the buoys, new rig and sails in 1988, 15 hp o/b, overbuilt throughout. \$7,500. (408) 475-4172.

30-FT S-2, Center cockpit, aft cabin. VHF, DS, knot, WS, WD, stereo, and lots more. Full batten main w/lazy jacks. Yanmar diesel, h/c pressure water. Boat is very clean and roomy. Must sell due to 2nd boat. Asking \$29,000. (408) 238-4688 (days).

29-FT JOHN HANNAH DESIGNED Gulfweed ketch. Gaff rigged main with Marconi mizzen. Albin diesel, Shipmate SS stove/oven. Birds eye maple/mahogany interior. 1957. Fir over oak. New upholstery. Butterfly hatch. CQR, autopilot, Avon inflatable. \$9,500 b/o. 332-2468.

J29. RACE READY. 10 sails, 8 hp Evinrude o/b, actively raced and cruised on the bay. The only English-built boat on the West Coast, unique and comfortable interior arrangement, galley sink & stove. The J29 is an exciting boat to race, the fleet will challenge your racing skills, yet with spacious decks and cabin it's a fun boat for casual sailing or weekend cruising. The boat has placed 2nd and 3rd in YRA season championships. Join a great fleet. Great deal, low or no money down. \$25,000. Call Andy (415) 641-8323.

NEWPORT 30-I, 1974. Mull hull, the best allround boat for fast, comfortable cruising or racing the bay! Rebuilt Atomic 4, new upholstery, much extra teak in and out. Never raced. \$19,500 b/o. 364-5970. 550-8320.

30-FT PEARSON, 1978. Wheel steering, Atomic 4, h/c pressure water, Force 10 heater, AC ref., stereo, VHF, DS, KM, solar panel, hauled 11/90. \$15,500 b/o. (408) 426-9481.

CATALINA 30, 1980. Well-kept: dodger, cockpit cushions, Atomic 4, KM, DS, VHF, battery charger, 2 anchors, Ker. stove, oven, Fcrce 10 heater, Camber spar jib, 110 jib, 2 yr main, more. \$25,000. (916) 487-8501.

30-FT CATALINA '84. Save! Ready to go, no haulout needed! New epoxy bottom 3/15/91. Fully equipped: 21 hpdiesel, ped. steering, dodger, knot/log, depth, VHF, stereo, pressure hot water, refrig., excellent condition. \$34,500. (415) 342-3506 (days), (415) 573-9859 (eves/wkends).

31-FT PACIFIC SEACRAFT MARIAH, 1980. Strongly built blue water cruising veteran. Cutter rigged. New epoxy bottom. Autopilot, VHF, Ham, DS, sailing, dinghy, extra roomy interior, extra equipment included. \$33,000. Call John (408) 259-5982.

C & C 29, 1979 ORGASMIC SAILING experiences to be had with this racer cruiser AP, DS, KM, VHF, stereo, dodger, fridge, teak interior, pressure water, very stout construction, 6 sails, Yanmar diesel. Lust for bigger boat demands sail now. \$30,000. (415) 366-6361.

CAL 31. Opening available in 5 person group. Alameda berth. Experienced sailors or willing to learn. Call for details & a trial sail. \$175/month covers all. Call Mike or Loma 865-5147.

SHIELDS ONE-DESIGN 30-FT 1968 S&S design in fiberglass. 9 bags sails, new o/b motor, full boat cover, Sausalito Yacht Harbor berth. A fast, undeniably drop-dead gorgeous boat. \$5,500. (415) 332-7505 (days), (415) 332-6503 (eves).

LANCER 29, 1978. Great bay cruiser! Yanmar diesel, wheel steering, self-tailing winches, lines led aft, VHF, fatho, compass, alcohol stove, roomy teak interior sleeps 5, standing headroom, enclosed head. Full survey and bottom paint '90. \$16,500 b/o. (415) 886-6170.

C & C 29, 1977. Excellent condition, wheel, furling, Atomic 4, VHF, Loran, depth, knot, stereo, 12 bags, many extras, race or cruise ready, steal at \$19,000. (619) 792-6232.

CATALINA 30, 1980. Well-maintained, completely re-rigged, radar, instruments, roller furling, dodger, weathercloths, battery charger, refrigeration, pressure water, propane stove/broiler oven, battery charger, smooth and quiet low hour Atomic 4, plus many extras. \$32,000. Call Lee (408) 438-1216 (eves).

TEAK TAHITI, 30-FT TAHITI KETCH, built in 1961. Teak planked, silk-bronze fastened, new running rigging, diesel engine. I love this beauty, but my work takes me out of town & I'm unable to give her the care she needs. Only \$20,000 b/o. Call Boris (415) 641-4238.

30-FT KETCH privately owned Luger kit. Hull, decks, cabin, new complete stainless nuts, bolts, "Schaefer" rigging, deck hardware, booms, etc. No masts. Liveaboard world cruiser. 1983 value \$13,000. With blueprints and traller \$10,000. Trade for down. (209) 748-5695.

HUNTER 30. Roomy, comfortable cruiser w/dodger, wheel, Yanmar diesel, VHF, dual batteries, shorepower, h/c pressure water, microwave oven, stove, and more. Great weekend boat. Alameda area. \$26,000. (408) 298-6504.

NEWPORT 30, PHASE 1. Bulletproof, Mex. vet, too much to list, new bottom & survey, partial trade-in ok. \$18,500. 883-5769.

29-FT GULF PILOTHOUSE SLOOP, 1981. Excellent cruiser for bay, delta, coast. Loran, autohelm, VHF, stereo, diesel, alcohol stove, microwave, and more. Bottom paint 1 yr., D dock, slip 72, Marina Bay, Richmond. \$25,000 b/o. (916) 972-1762 (eves).

PEARSON FLYER 30-FT, 1980. "Outrageous". One owner, excellent condition, race ready, BMW, diesel, 4 sails, Blaupunkt radio, owner financing available. \$22,500 b/o. Call Jim (415) 979-0600 (days), (415) 457-3058 (nights). Marin location. Make offer.

BENETEAU 305, 1986. Fast comfortable racer/ cruiser. Good sail inventory, oversize winches, auto, loran, etc. Well-maintained. \$44,500. (415) 488-0579.

CUSTOM DELTA CRUISER. 29-ft cat yawi, 16-inch draft, designed and built for present owner. Delta gunkholing in style with luxunous accommodations, awning, swimladder, stereo, 15 hp Johnson o/b, all equipment. Complete refit August, 1990. \$7,900. (415) 935-3672.

31-FT DOUG PETERSON-DESIGNED racer/ cruiser diesel, VHF, Loran, many sails, upwind berth, blister repair and epoxy bottom, 1990. Exceptional racing record. \$17,000. Call (707) 584-0311.

J-30, 1981. Great racer/cruiser, 8 bags, AP, depth, VHF, Loran, RDF, knotlog, strong, roomy and fast. \$29,000. (805) 643-4331.

YANKEE 30 III, 1973. Custom mast, new Harken roller and C cut 140 converts for racing, quick vang, rear hydraulics, extra winches, autopilot, depth, stereo, etc., Mylar 145 & 162, 4 spinnakers, 2 mains, etc. Race winner, cabin trunk cockpit cover, offer, Marina del Rey. (213) 301-2188.

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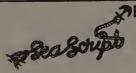
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31-FT ERICSON INDEPENDENCE CUTTER, 1978. Recent Mexico vet, Yanmar diesel, Harken furling, SatNav, VHF, KM/DS, dodger, Maxwell-Nillsen windlass, CQR, H-T chain, pressure water, A/P heater, stereo, tri-mastlight, inflatable. \$34,500 b/o. Owner anxious. (619) 222-2996.

CHEOY LEE 31 OFFSHORE KETCH. A mustsee classic. Just out of yard. New LPU cabin, topsides and bottom. Beautifully refinished spars. VHF, knot/log and depth. 7 sails. Volvo diesel. Windvane available. \$25,000. 587-9605.

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ISLANDER 30 MK II, 1973. 7 sails, upgraded rigging, rebuilt freshwater cooled Perkins, new gas tank, stainless propane, dodger, AP, DS, KM, VHF, stereo & much more. Well-maintained. \$18,500. (415) 339-9407.

CATALINA 30, 1982. Sloop rig, 6 sails includes spinnaker, Loran navigation, Autohelm, depth, speedo, windspeed, windpoint, RDF, VHF radio, h/c pressurized water, shower, diesel power, full cockpit cushions. Beautifully maintained. Berthed in Richmond. \$32,950. (707) 545-9011 (days), (707) 523-4121 (eves).

J-29. Whether you are balls out racing or just putzing around the bay, this is the boat for you! So fast the beer evaporates out of your can! Limited number available at \$4.50/lb. (415) 769-7637.

FARALLON 29, 1976. Factory finished full keel fiberglass cruising sloop, 4 head sails incl. club jib. Diesel, dodger, tiller, autohelm, windvane, bronze ports. Rigging new 1987, Wood interior. \$18,500 b/o. Extensive equipment list. (707) 745-6204 (day/eves).

"MAGIC"-Well-maintained Alberg 30 sloop. Teak trim, 3-blade prop, repowered with Universal Model 25 diesel, (3 cyl., fresh water cooled) low hours, roller furling, little-used main, jib & 110 lapper, holding tank with "Y" valve, Raytheon VHF radio, depth sounder, antiblister epoxy bottom, new Origo stove, battery charger. Fine boat for bay & delta. \$22,500. (415) 283-1588.

CORONADO 30. Excellent bay/delta sailboat. Rigged to sail single-handed. Late model engine, wheel, stove, heater, KM, digital DF, new VHF, all new mast & rigging, new Hood Seafurl & jib, new winches, anchor, etc., etc. \$19,000. 372-5690 (days).

SANTANA 30/30, 1983. This is the Nelson/Marek designed racer/cruiser that the racing crew will adore and mom and kids can still enjoy at Hospital Cove. Rod rigging, great teak interior. Gotta sell - going to Mexico. \$26,000. Call (209) 369-1404.

CATALINA 30, 1984. Excellent condition. Diesel, h/c pressure water, shower, self-tailing winches, roller furling, 110/130 Mylar/155, VHF, depth, knot, Loran, inflatable dinghy, stereo, microwave, barbecue grill, pedestal table. \$33,500. Call Mike (415) 677-6304 (days), (415) 885-6811 (eves/wkends).

31-FT BROWN SEARUNNER. Best of the best. 9.9 hp o/b, excellent condition. KM, solar, first class joinery, construction, materials, recently hauled, stained glass cabinet front, custom logo on mainsail, well-maintained throughout. Ready to cruise. \$20,000. Call Bob (415) 662-2314.

ERICSON 30, 1970. \$19,500. Excellent condition. Teak in/out. 6-ft headroom. Harken roller furling/C-cut 110 North sail. VHF, stereo, DS, KM, Atomic 4, alcohol stove/oven. Boat cover. Coyote Point berth. (415) 873-6614.

29-FT GULF PILOTHOUSE SLOOP, 1981. Excellent cruiser for bay, delta, coast. Loran, autohelm, VHF, stereo, diesel, alcohol stove, microwave, and more. Bottom paint 1 yr. D dock, slip 72, Marina Bay, Richmond. \$25,000 b/o. (916) 972-1762 (eves).

30-FT PMUL (Poor Man's Ultra Lite-AKA Clipper Marine 30). Excellent condition, good, easy to sail beginners boat. VHF, DS, RDF, compass, sleeps 6, head, galley, transom mount 10 hp, remote control o/b. 2 batts. 20 gal water. Alameda slip. \$5,750. (408) 279-4506.

30-FT CRUISING KETCH. Very heavy lapstrake construction. Very roomy, great liveaboard. Need to sell immediately. Best offer over \$1,000. (415) 866-9666 (days), (415) 551-3345 (eves).

O'DAY 30, 1979. 15 hp Yanmar diesel, great boat with roomy interior, all lines lead aft, Loran, KM, DS, VHF, pressure water LPG stove/oven, keel stepped mast, 10-ft inflatable available, moving, must sell. \$23,000 b/o. (415) 653-2868 (lv msg).

COLUMBIA 29, 1966 fiberglass sloop with wood trim. Two mains plus jib, genoa, & spinnaker. Atomic 4 engine. Newprop, shaft, & bottom paint. Full keel. Head w/holding tank. Sleeps 5-6 people. \$12,000. (415) 824-8362.

HUNTER 31, 1984 Yanmar diesel, 110, 150, instruments, wheel, all lines aft, self-tailers. Fast, but still great liveaboard or weekends at Angel Island. Cool boat for delta, toc. \$34,500! (415) 865-8722.

ERICSON 30+, 1982. Wheel steering, diesel, 80% & 100% jibs, whisker pole. Hauled 4/90, new running rigging, lines lead aft, 4 barient STwinches, h/c pressure water, VHF, digital DS, KL, KM, stereo, CNG stove/oven. \$31,500. Call (415) 381-5387.

ERICSON 29, 1970, "HERITAGE", sloop, VHF, DS, 3 jibs: 90, 120, 150, beautiful spinnaker, Atomic 4 overhauled last year, new bottom paint. Spacious cabin with 2 double berths, sleeps 6, well over 6-ft headroom. Excellent S.F. Bay cruiser or racer. Popular boat, well-maintained, excellent value. Alameda location. Asking \$16,000 or will consider trade-up to larger boat. Call (408) 847-2946, (408) 778-1741.

PEARSON 30, 1975. Excellent condition. Ideal bay cruising boat. Fast and comfortable. New sails, 120% jib, Atomic 4, Loran, VHF, KM, DF, compass and much more. Excellent interior, stove, full length cushions and shore power fixtures. \$20,900. Call Pat (415) 948-0194, or Jeff (408) 246-9098.

PEARSON "303", 1984. Easy sailing cruiser in excellent condition. Wheelsteering, pressure water, dodger, Yanmar inboard, roller furling, many extras. \$45,000 qualified buyer may take over with no down payment. Alameda. Call (415) 523-892

OLSON 29. Bullt Pacific Boat Works, Hull #8. Very well equipped, fast & fun, 13 bags of sails. Successful race record. \$35,000. Call Bill (707) 643-3590.

CORONADO 30, 1974. Palmer 4-cyl gas engine, 2 jib sails, dodger, compass, alcohol stove, VHF radio, sleeps 6, very clean and well-maintained, recently hauled out, ample headroom, good bay and delta boat. \$18,000. Call (415) 763-9960.

32 TO 39 FEET

ERICSON 32, 1974. Mahogany interior, teak & holly flobr, teak-cockpit grate. Furuno L800 Loran C, Horizon VHF, Signet fathormeter & KM, Naviv. Self-steering. New bottom 6/90. \$25,000. (707) 937-3837.

FANTASIA 35. Center ccckpit, aft cabin, storage galore in 3 cabins, workshop, a great liveaboard with excellent tankage & accommodations for world cruising. A "must see" at \$65,000. Reasonable offers considered. (707) 762-7190.

WESTSAIL 32-FT. Moored in Culebra, P.R. No Hugo hull damage. New Dec. 1990, Perkins 4-108, 15 hrs, watertanks, wiring & lights, all bunks, total awlgrip. 1975 hull, teak decks. Needs rignewfrom Calif. \$7,500. Have sails. Firm \$32,000. (305) 852-5570.

C & C35-FT, 1984. High quality perf. cruiser. One owner. Like new. Full race, trophy winner, 10 sails, rod ngging, B&G electronics, Loran, diesel, engine, Full cruising, dodger, bimini, sleeps 6, freezer, shower, stereo, Avon/motor. Good liveaboard. \$72,000 b/o. (415) 254-5537.

RAFIKI 35, 1980. Loaded, excellent condition, documented, great liveaboard. Diesel, new epoxy bottom, teak decks, varnished rails and trim, new full boat cover. Five sails, furling, dinghy, davits, dodger, modern electronics, refrigeration, heater. Lots more! Ready to cruise. \$65,000. (415) 595-3004.

36-FT CHEOY LEE CLIPPER, HULL #1. F/G-teak, black L.P. hull, Perkins 4-107 diesel, radar, SatNav, SSB/Ham radio, auto pilot, pressure h/c water, shower, new propane stove, Adler Barbour refrig./freezer, dodger, sun screen covers, much more. This black beauty is in a slip in La Paz, B.C.S. Mexico waiting for her next lucky owner. Asking \$43,000. Contact Ellen B., P.O. 290, La Paz, B.C.S., Mexico.

37-FT VALIANT ESPRIT. Fast & sturdy cruiser that looks great. Designed by Bob Perry and bullt by Nordic in 1978. Ready to go. Well-loved and well-maintained with radar, Loran, dodger, monitor, refrigeration, 2 heaters, separate shower, stereo, liferaft, stainless steel winches, S&L power windlass, 4 batteries, 5 sails, 3 anchors, all the basics and many extras. This is a boat you can feel proud of and confident in. \$83,500. Call Jim or Kathy (805) 967-9932.

1978 DOWNEASTER 32. World cruising cutter. U.S. built, well-maintained. Divorce forces sale. North sails, forced air heat, diesel, Loran, propane stove, very roomy, great liveaboard. Contact Jim, P.O. Box 1161, Friday Harbor, WA 98250, (206) 378-3681. Trades considered, asking \$39,900.

PEARSON VANGUARD, 32-FT, 1968. Diesel, custom teak interior, new head, riggling, sails, 150, 125, 100, cruising spin. Has dodger, propane stove, 9-yr owner. \$25,000. (415) 865-7404 (days), (415) 938-8565 (eves).

38-FT SAMPSON SEABIRD SLOOP. 3/4 finished, health forces quick sale for \$10,000. Have \$40,000 in it. Berthed Suisun. Call George (707) 996-8263.

34-FT S&S YAWL, Master Mariner cruised extensively solid & seaworthy, fir on oak, bronze fittings, teak trim, new decks, refastened & ready for survey, Perkins 4-107, well-maintained. Fully outfitted, must sell now. \$22,000 b/o. Call (415) 365-9257.

CATALINA 36, 1983. Beautiful veteran of numerous family coastal, bay & delta cruises. New bottom paint. Furuno 1800 radar, Loran, autohelm, VHF, RDF, stereo, diesel, Hood roller furling, all lines led back. Extras. Great deall Details (415) 343-2581 (Iv msg if no answer).

LECOMTE 33-FT MEDALIST, beautiful, LP paint, Univ. dsl, 7 bags sails, CNG stove, covers, custom mahogany interior, Achilles dinghy o/b, VHF, fatho, pressure water, new batteries, Dutch quality cruiser. \$25,000. (714) 598-3796.

YORKTOWN 39. Recession casualty liveaboard/cruiser. Fiberglass hull/deck alloy mast/diesel, interior unfinished, low down with payments, trades considered. Best bargain in California. \$23,500. (916) 378-2005.

32-FTBENETEAU 1983. Express cruiser. 6 sails including spinnaker and new North full batten main, Harken roller furling, 21 hp Yanmar diesel, full instrumentation, autopilot, VHF, Loran, EPIRB, stereo, dodger, and sun shade. Beautifull \$39,500. (714) 997-4697.

CABO RICO 38, 1981. Perkins 4-108, 50 hp main, 4 kw diesel gen., microwave, air conditioning, holding plate, refrigeration, SatNav, Loran, Autohelm 6000, IMI-combo depth indicator, radar, 2 VHF radios. \$85,000. (916) 392-0127.

CHEOY LEE 32-FT, 1978. Great shape, new Yanmar diesel, August 1990. Depth, knot, windseeker, newly varnished cabin sole, lots of teak below deck. Excellent bay sailer. Will consider trade for larger sailboat. Located at Richmond Bay Marina. \$32,000. (702) 831-2953.

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(CA) ISLANDER 36-FT, 1979. Excellent all-weather racer/cruiser. Radar, Autohelm 5000, Signet instrumentation, VHF, Perkins 4-108, North sails and spinnakers, 10 winches, custom teak/ oak interior. Well-maintained performance cruiser. Могго Bay slip, or will deliver. Call Ted (805) 528-5070. \$46,900.

HUNTER 36, 1981. Yanmar diesel, h/c pressure water, barient winches, Sausalito berth, depth & speed gauges. \$39,000 or take over payments no money down. (707) 224-2076.

PANDA 34 CUTTER, 1985. Perf. cruiser. Exc. cond. Quality throughout. Fully insulated, all S/T winches, o/s primaries, B&G Homet pack Inst./ ICOM VHF/Loran/elec, windlass/3 anchors/AP/ holdover ref? 4/90 haul/bottom. SSF liveaboard. Must see. \$82,000. (415) 857-2429 (days), (415) 952-6651 (eves).

37-FT ALDEN COASTWISE CRUISER. Cedar over oak, cutter rig. Design #675 is described on p. 236 in John G. Alden and His Yacht Designs. 1953 Transpac vet. Eligible for Master Mariner. Must see to appreciate. Port of Redwood City berth. \$34,900. Call (408) 338-9402.

32-FT COLUMBIA 9.6 SLOOP. Sleeps 6, 6-ft headroom, teak interior, double-reef main, jibs: 110, 130, 150. Diesel, VHF, compass, depth sounder, pressure water, electric/manual, bilge pump, shore power, full galley, new epoxy bottom. Asking \$25,000. (916) 823-0190.

MASON 37. Traditional cutter imported by Hans Christian. 1/3 time-share, purchase option. Radar, Loran, Autohelm 7000, depth, speed, h/c water, color TV, microwave, spacious master stateroom. \$340/month including maintenance, slip, insurance, everything. Experience, references and deposit required. (415) 969-3069.

HUNTER 37, 1984 CUTTER. Swift and graceful sailing to weather. Cruiser or liveaboard. Immaculately maintained. Separate cabins, sleeps 7, h/c water, shower, AM/FM tape stereo, stove/ oven, headfoil, oversized self-tailing winches, VHF, Datamarine, WS, WD, depth, Yanmar 30, Sausalito berth. Best offer. (415) 435-2924.

ERICSON 32, MUST SELL!! Just surveyed, good condition, well-equipped. Atomic 4 engine, new electronics, many extras. 12 year berth at Gas House Cove avail. \$19,000 b/o or trade for motorcycle, mini-van, etc. plus cash. Call Dave (415) 728-3511.

35-FT SANTANA 1981. Volvo diesel, new 1990 F/B main, NL, WS, SD, King radio, autopilot, very clean, beautiful boat. Located New Bern, W.C. (919) 851-1180.

C&C 34, 1980. Excellent condition, must sell immediately. New main & 90% jib. Also 90, 135, 155 and storm jib. VHF, Loran, depth, knot, wind direction. Teak interior and many other extras. Yanmar 20 dsl. \$43,000. (707) 224-2613.

AIRES 32. Full keel sloop, 4 headsails, VHF, depth sounder, dodger, cabin heater, Shipmate propane stove w/oven, Westerbeke diesel 30 hp, survey 2/88, new bottom paint 2/91. \$30,000. (415) 343-6738 (after 4 pm).

"SPIRIT" 33-FT SPARKMAN STEPHENS. Flush deck sloop, 1960. Mahogany/oak/bronze. Good electronics, excellentsail inventory, Awlgrip decks and topsides. Yanmar diesel, international racing and cruising history. A boat for the serious sailor, ready to go. \$35,000. (415) 331-7058.

1974 WESTSAIL 32. Many new upgrades. All newstanding rigging. Loran, WP/WS, knot, refrigeration, VHF, stereo. The boat's completely ready for cruising in comfort and safety. Call for full details of custom additions. \$52,000. Call (408) 458-0193, (408) 476-2039. The boat's in Santa Cruz, come take a look.

84 JEANNEAU 32 "OBERON". This is a wellequipped, roomy, light displacement cruiser. 3 headsails and new 3/4 oz. Larson spinnaker, Yanmar diesel with 240 hours, Combi speed, log, depth, windpoint and speed, AM/FM cassette stereo with cockpit speakers, propane stove and oven with 10 gal. tank, pressure water, new bottom 1/91, etc., etc. Excellent condition. \$38,000. Call Pat (209) 634-7195.

CATALINA 38, 1984. Excellent condition, 4 headsails, dodger, Loran, Adler Barbour fridge, propane stove/oven, 2 anchors, w/chain/rode, VHF, diesel engine, lots of extras, excellent slip w/ lease on Pier 39 available. \$46,000 b/o. (916) 531-7850, (916) 269-1215. No brokers please!

38-FT SLOOP, CUSTOM MULL DESIGN including desirable Ala Wai slip. Ready to sail/liveaboard. Commissioned and surveyed July 1990. Hauled December 1990. P.O. Box 15412, Honolulu, Hawaii, 96830, (808) 947-2964.

PRETORIEN 35, 1987. Performance cruiser/ ocean racer. Harken self-tailing winches and traveler. Electronics, navigation, autopilot, safety equipment. 11 sails, most new. European teak interior. H/C pressure water. Low engine hours. New Micron bottom. Meticulously maintained. Serious inquiries only. (415) 334-1387.

ERICSON 39. Radar, SatNav, Loran C, all electronics. Well-equipped. Many extras. Liveaboard or sail away. Recent insurance survey, \$60,000. Well-maintained, excellent condition. Make offer. 300-ft 5/16 chain for 80 cents/ft. (415) 244-9771.

ISLANDER 36. A well-maintained one-owner boat. Looks good. Runs good. Two mainsails, 3 headsails, 2 spinnakers, upholstery & headliner redone. \$40,000. (415) 472-2755.

89 ERICSON 34. Must sell, Bristol cond., Lawrence Simpson windlass, 2 sets ground tackle, Harken roller furling, KM, DS, stereo, refer., press. water, diesel htr. Great liveaboard. \$71,000 firm. (415) 642-2141 (days), (415) 769-9227 (eves).

36-FT ANGLEMAN SEA WITCH "Golden Hind." Gaff ketch, wood hull, teak decks, with 8-ft sailing rowing pram, excellent condition. New: electrical system, diesel heater, sail covers, interior cushions, Avon dinghy & 5 hp Seagull. Located Monterey, CA \$70,000. (408) 663-5163.

33-FT HANS CHRISTIAN 1986/87. Proven cruiser Canada to Baja. Meticulously maintained. Better than new. B&G Hornet 4/Hecta instruments. VHF, Loran, refrig., Monitor windvane, Autohelm 6000. Dodger/cockpit cover. Windlass - 35 & 45 #CQR/chain. By owner \$120,000. Call (503) 638-9368, (415) 638-7739.

CAL 39. GREAT RACER/CRUISER. 5 spinnakers, blooper, extended transom, tall rig, priced to sell. \$49,500. 339-3263 (h), 983-9816 (w).

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BENETEAU OCEANIS 350, 1988. Bristol & loaded. Roller furling & Dutchman system. Matching hand, wheel, winch, taffrail, & sail covers. Cockpit cushions & dodger. Windlass, 2 anchors with chain & rode. Lifesling & all required CG equipment. Combi stereo with booster, refrigeration, propane stove & oven & pressure h/c water. Battery charger & shorepower. VHF, Micrologic Loran, Autohelm 3000, & Signet smart pak with knot/depth, log, temp & windpoint/speed. 4 Lewmar winches, Plastimo compass, teak cockpit table, Magma propane barbecue & Volvo 28 hp diesel. \$79,000 b/o. (415) 454-4869.

TARTAN 37, 1982. Sparkman Stephens design. Fast, solid, blue water cruiser, liveaboard. Documented, Mexico veteran, Westerbeke 50, roller furling jib, dodger with solar panel, refrigeration, h/c pressure water, anchor windlass, shore power & telephone. \$68,000. (415) 399-1204.

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CATALINA 34, 1987. Excellent condition, main, 110%, 90% soling ng, cruising spinnaker, roller furling, refrigeration, Datamarine instruments, Loran, VHF, stereo, Bruce, and much more, this boat is complete. \$62,950. (209) 478-2642.

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TAYANA 37, 1977, #68. Reduced to \$75,000. Perkins 4-108, 2 VHF, Loran, depthsounder, autopilot, electric windlass, all chain, stereo, propane stove & oven, cold plated refer., diesel cabin heat, constavolt, great condition & more. (415) 742-9074 (lv msg). (415) 347-7881 (h).

BAYFIELD 32, 1980. Cutter, full keel, documented, diesel, wheel, windlass, 4 anchors, Sat-Nav, Loran, radar, WS, log, KM, autopilot, windvane desalinator, pressure water, solar panel, wind/water generator, inflatable with o/b, liferaft, EPIRB, lifesling. \$54,000. 333 Tuleberg Levee, Box 20, Stockton, CA 95203.

ISLANDER 36, "ZORZA". Completely new repowered diesel, fuel tank, vema lift muffler, new fully battened main 1 yr old standing rigging, jib, lifelines, boarding ladder, batteries, all teak interior, never raced, excellent condition. \$42,500 b/o. Call Pam (408) 479-4129 (Moss Landing).

33-FT TARTAN TEN. Well-maintained racer/ cruiser. Fully equipped. Motivated seller. A steal at \$19,000. Call (415) 439-2150.

ERICSON 38. Less than 600 engine hours, North sails, Hood furling, dodger, Force 10 stove/monitored propane, system, 100 gal. pressurized water, shower, instant-on hot water, stainless tankage, new upholstery, tiled fireplace, large galley. Must see. \$68,000. (408) 244-1202.

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RANGER 33 Beautiful Mull design coastal cruiser. Only 4 years in salt water. Atomic 4 (low hours), wheel, dodger, lifelines, cockpit cushions, Force 10 heater, shorepower, VHF, new Loran, epoxy bottom, 2 anchors with 500-ft line. Call (408) 374-2899. \$25,999.

ERICSON 38, 1981. Autohelm, roller furling, h/c water, dodger & bimini, KM, DS, VHF, wind. New batteries, well-cared forl \$64,500. Call (208) 939-2426.

PEARSON VANGUARD 32.5-FT. Bulletproof cruiser. Newhaulout, survey. Newdepth sounder, speed log. Loran. Rig overhauled, excellent condition & ready to go now! Just \$19,500 firm. (415) 332-4871.

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VALIANT 32, 1977. This Perry designed fin keel cruiser shows pride of ownership. New diesel 1987, LPU'd spars 1988. Beautifully varnished brightwork, immaculate teak interior. Wheel steering, windlass, h/c pressure water, 12v fridge, LPG stove/oven, knotmeter, windpoint, windspeed, depth, shorepower, charger, and more. Main, storm, 100%, 130% jibs, and MPS spinnaker like new or excellent. Moving upto the Valiant 40. The perfect Bay or bluewater baot at \$45,000. (415) 853-1002 (eves or msg).

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YANKEE CLIPPER 48 LOA, 41 LOD. Garden designed F/G ketch, teak decks. Perkins 4-108, low hours, Loran AP with vane, remote. 12v refrigerator, planing dinghy with o/b. Spacious teak interior. Wood stove. Exceptional joinery. Excellent, equipped cruiser. Comfortable liveaboard. Reduced to \$52,500 b/o. (415) 398-8170, (415) 861-6519

OLYMPIC 47 OFFSHORE CRUISING KETCH. 3 private staterooms, very spacious accommodations, Westerbeke 70 hp diesel, Force 10 heater. S/S oven, 3 burner stove, engine driven cold plate refrigerator/freezer (w/AC option). Hot pressure water system. 8 person Zodiac cannister liferaft. Hard 7-ft Livingston and 8-ft Achilles inflatable dinghies. 2 hp Honda o/b. SSB/Ham transceiver, Loran, VHF, 2 main sails, 4 headsails, mizzen staysail, mizzen. All chain rode, combination windlass. East Coast, Caribbear, South Pacific, Hawaii. \$106,500 b/o. (415) 769-0527.

SANTA CRUZ 40, new sails, upgraded interior, full electronics and many extras. Race or cruise in style. Willing to trade for a smaller ULDB. VHF, SSB, Loran, autopilot, refrig., h/c water, propane, dodger, etc. \$86,500. (415) 563-3753.

SWAN 41, 1976 S/S DESIGN. Harken roller furling, headsail, Signet instruments, SSB, Loran, Sailor RDF, VHF, Alfa 3000 autopilot with remote, CD and cassette player, Adler Barbour refrigeration, h/c pressured water, double bunk aft stateroom, custom woodworking and various other modifications throughout. \$150,000 or trade for East Bay real estate. (415) 769-0878.

CRUISING CAL 40. Modified Interior. On private mooring in San Carlos, Sonora. \$55,000. Write or call for complete equipment list: Jim Austin c/o Bogdanski, Apdo 334, Guaymas, Sonora, Mexico. Tel: 2-11-25 (in Guaymas).

SPENCER 42. Yanmar 44 JHE, Furuno radar, new bottom, new rigging, refrig., dodger, VHF, Ham, SatNav, autopilot, 195 gal. diesel, 2 Avons, 6 hp o/b, + 3 page inventory list. \$85,000 b/o. (415) 952-9249, 898-2151.

40-FT VALIANT PILOTHOUSE. 1980 by Uniflite. Much better than new. One owner, professionally maintained, outstanding cruiser/liveaboard. Amenities include: Wood-Freeman autopilot, Grunert refrigeration, Furuno radar & Loran, Lewmar winches, dual steering, Westerbeke 58 diesel - make this one of the finest cruisers in the NW. Call for picture and specs. Asking \$185,000. (408) 371-0180.

42-FT PEARSON, 1980 ketch rigged, great liveaboard/cruiser. \$92,500 or trade for equal power boat. (415) 331-2438.

"THE PETERSON 44 is a West Coast dream cruiser" (Sea, May 1987). Two staterooms with heads, 2 ovens, mlcrowave, washer, dryer, heated closets, much storage. Autohelm pilot, 2.2 kw generator, Cybernet stereo. New rigging, epoxy bottom, 500 engine hours. \$109,500. Call (408) 447-5505.

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STEEL YACHT LIKE "JOSHUA" of B. Moitessier - 40-ft x 12-ft x 6-ft. Very good shape, new sails, recent rigging, simple electronic, Volvo diesel 36 hp. Her accommodations are excellent for cruising and liveaboard. \$80,000 firm. Call Olivier (415) 331-3215 (9 am - 9 pm, lv msg).

\$30,000 PRICE REDUCTION! Hans Christian 48. Cruise equipped, beautifully maintained above and below decks. Owner relocating to Europe. Sacrifice - price reduced to \$125,000 - a bargain. 362-8258.

CAL 40, 1969. Saab diesel, new epoxy bottom, dodger, Loran, DS, knotlog, propane stove, new cushions. 898-7422.

41-FT NORTH SEA PILOT CUTTER. Gaff rigged Ferro hull. Fully equipped. Proven blue water cruiser. Great liveaboard! Stea! this boat for \$40,000 b/o. (415) 461-1180, (415) 453-3575.

50-FT F/C KETCH. Diesel, gen(2), Inverter, refrigeration, fireplace, A/P, SatNav, radar, VHF(2), ADF, Loran, DS/KM, dinghy, liferaft, EPIRB, windlass, microwave, propane stove/oven, cockpit enclosure. Owner may help finance. Extensive equipment list. \$89,900. (707) 769-9608 (after 6 pm)

GULFSTAR50, CRUISING YACHT. Ketchrigged, extra sails, 3 kw aux., 400 GPD water maker, emerg. pumping system, full electronics, Achilles with 25 hp Mercury, liferaft. Too many extras to list. Cost \$240,000. Price is negotiable or income property trade. (702) 882-3088.

CLASSIC RHODES 50-FT wooden yawl by Abeking & Rassmussen, Germany, 1952. Seasoned world cruiser, sound, fast, 14 sails, Volvo Penta diesel. Full keel draws 12-ft with centerboard down. Masts recently refinished. First \$30,000 takes. (415) 726-6465.

44-FT LUDERS YAWL, 1941. Former Naval Academy training vessel. Master Mariner's classic sailboat. Mahogany/fir over oak frames. Volvo MD-11 diesel. Refastened 1985, partially restored. \$25,000 b/o. (415) 582-0499, Call (415) 865-5209 (ly msg).

1990 HUNTER 42. Reduced Owner anxious. Center cockpit, 130 genoa with roller furling, Loran, radar, windlass, inverter, 2 staterooms, 2 heads, heat, W/D, microwave, TV/VCR, ref./ freezer. Beautiful. Great liveaboard & cruiser. Fast & easy to sail. \$169,950. (206) 281-8837.

41-FT S&S YAWL, dbl. planked mahog/yacal. Diesel, major overhaul/rebuild/paint. \$45,000.798-4392 (lv msg).

1982CUSTOM 44-FT NORDIC SAILING YACHT, teak interior, emergency raft, 10-ft Zodiac, 15 hp motor, roller furling, fully equipped for cruising or chartering in Hawaii, Perry design, fast ocean cruiser. Replacement \$325,000, will sell fast at \$165,000. (907) 344-2172.

43-FT SPINDRIFT CUTTER RIGGING, 1981. FG hull w/teak overlay, deck and interior. Sleep 6 in comfort w/all amenities. Electronic & cruise ready. Radar, SatNav, VHF, 85 Ford Lehman, 2 steering stations. \$135,000. (408) 899-3267 (lv msq).

1982 SCEPTRE 41. Low profile pilothouse sloop w/staysail. 1990 Pacific cup: line honors, 2nd place time corrected in Div B. Equipped for cruising and ocean racing. Fully instrumented helm station below. Radar, weather fax, Loran, SatNav, SSB, autopilot, windvane. \$189,000. (415) 591-7546.

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ISLANDER FREEPORT 41-FT, 1981. Commissioned 1984. Pathfinder 85 hp diesel, radar/ Loran, 2 heads/showers, full galley, large salon, teak interior, dinghy on davits, autopilot, dodger, etc. Perfect liveaboard. Excellent condition. Sale or lease option to purchase considered. \$92,500. (415) 347-0990.

CHEOY LEE 40-FT MIDCOCKPIT KETCH, 1977. Good condition, teak decks, Perkins 4-108, 375 hrs, large salon, 2 cabins/heads, teak interior, pressure H20, refrigeration, 3 burner kerosene stove/oven. New upholstery, Force 10 heater, Signet instruments, dodger, much more. (916) 487-8501.

46-FT GARDEN PORPOISE KETCH, 1973. Fiberglass hull, teak decks, Datamarine system, inverter, refrigerator, freezer, fireplace, microwave, 3-burner propane with oven. 7 sails, halon, electric windlass, autopilot, 80 hp diesel. Cruise ready or liveaboard. Aft cockpit. (415) 883-7962. \$140,000.

PASSPORT 40, 1986. As new, cruise ready now. 55 hp Westerbeke, 650 hrs, Avon 6 person liferaft, Autohelm 5000, Apelco 9910 radar, Magellan 1000 plus GPS, Loran, VHF, Icom M11 handheld, Icom 735 + automatic Tuner 500 Ham radio, RDF, Fourwinds Wind generator, 135 genoa, 95 jib, storm jib, cruising spinnaker, 3 reef main, dinghy + 2.5 hp Nissan, Power Survivor 1500 watermaker, 3 EPIRBS. Most equipment brand new and loaded with spare parts. \$135,000. (415) 595-3517.

FREEDOM 40. 1981 cat-ketch. Great cruiser/ liveaboard, easily handled. Fully battened main, mizzen, 2 reaching staysails, Raytheon radar, Autohelm 5000, Avon liferaft, dodger, elect. wind-lass, engine cold plate & more. 8-ft sailing dinghy. \$88,000. Call Chris (415) 680-0907 (lv msg).

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CLASSIC S&S 47-FT SLOOP. Fully equipped ocean cruising veteran of Mexico & Hawaiian trips. One of S.F. Bay's most beautiful and wellconstructed wooden yachts - to see her is to love her. Sleeps 7, large cockpit, windvane, autopilot, electronics, many sails. \$67,500. 331-0907.

41-FT CHEOY LEE OFFSHORE KETCH. Richards design. Customized for round-the-world cruising. \$95,000 with Santa Barbara slip. (805) 658-7703.

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TAYANA 52. Sistership to Lowell North's "Wanago". Completed 10/89 & commissioned 1/90. Fresh bottom paint, roller furling Yankee & staysail, radar, SatNav, Loran, VHF, Ham/SSB, Data Link system, AP, weather fax, sport boat with o/b, 6person liferaft, generator/watermaker, stereo, TV/ VCR, BBQ, microwave, anchor windlass, Heart Interface, icemaker, refrigeration, Pineapple cruising spinnaker, custom fitted bedding, much more stuff. Ready to go anywhere. Custom four double cabin layout. Must sell. \$295,000. Contact Robert Nickel (916) 626-4444.

53-FT SKOOKUM MOTORSAILER. Large pilothouse, salon and 3 staterooms. She is fully equipped with current offshore electronics and safety gear for any ocean anytime. SatNav, Omega, Loran, depth, autopilot, weatherfax, VHF, EPIRB, 4.5 kw Northern lights, 130 hp Isuzu, hydraulic windlass, 3 anchors, hard Avon, radar, stereo, TV, VCR and more. She is in perfect condition with a liveaboard slip in San Diego. Take the time to see a real ocean cruising home. (619) 224-1046.

52-FT SPARKMAN STEPHENS KETCH, Dutch steel, 1963. Mercedes diesel, 4.5 k generator, massive S/L windlass, 300-ft + 7/16" chain, aluminum spars. Teak decks, dual steering stations, large freezer and refrigerator. Strong, comfortable, proven trans-Atlantic cruiser. Currently cruising Mexico. \$110,000 b/o. (415) 581-5979.

53-FT SLOOP, cold-molded, John Spencer design, built NZ 1982. Clipper Cup competitor with luxury teak interior. Fast, comfortable, easy to sail, great liveaboard. Ready for world cruise or TransPac race. \$175,000. McKay, Box 30747, Honolulu, Hawaii 96820, (808) 845-8063, Fax (808) 524-1097.

DIANA 56-FT, 1985. Mull design and comfortable world cruising/charter ready, custom built. Best equipment available. Mint condition. Call for brochure, specifications, extensive equipment list, recent survey. \$395,000 b/o. Located in La Paz, Mexico. (602) 577-1726, (602) 795-3994.

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63-FT OCEAN CRUISING KETCH, will consider property exchange. (415) 292-6711.

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CLASSICS

26-FT CHEOY LEE FRISCO FLYER, diesel powered wooden sloop. In excellent condition, this sturdy boat is perfect for heavy bay conditions. She has sailed to Hawaii with 3 aboard. Much necessary equipment included. \$6,000 b/o. (415) 331-5990.

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34-FT WHARRAM CATAMARAN. Great condition, new bottom & deck paint, Loran, depth, VHF, autopilot, self-steering, excellent cruiser. \$14,000 b/o. (415) 345-6307.

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SEARUNNER 40 TRIMARAN. Offshore veteran, built with marine woods to fasteners, SS rigging, radar & other electronics, 6 sails, documented, ready to cruise. Please, only the serious should call - must sell. Make offer. (707) 647-7537.

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TRADE

FREE MAINTENANCE. Sailboat looking unloved? Are you tired of wasting precious weekends slaving over the boat? Cal Sailing Club instructor will trade responsible, energetic, comprehensive boat care for sailing privileges. To get the work done, call Doug at 531-2404 now!

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SUN VALLEY HOME will vacation swap for boat in tropics. Would like to trade our very comfortable 3-bedroom year-round home 15 minutes from Sun Valley for a sailing vacation on approx. 40+-ft sailboat in the Caribbean, Mexico or Pacific. If interested, please call John (208) 788-9007.

40-FT FG FISHING BOAT, exc. party boat or liveaboard, sleeps 4. Asking \$50,000 or trade for property on West Coast. (415) 453-2075.

HANNA-CAROL KETCH 37-FT, 1988. Heavy wooden, cruise/liveaboard double-ender. Sell or trade for equity in family home. \$50,000. Alameda berth. (415) 523-4038.

TRADE BEAUTIFUL CLASSIC COLLECTOR'S CAR - Jaguar MKII - (valued at \$24,000 and appreciating) for your 27 to 35-ft blue water cruising boat. (No wood, racers or major projects please.) Willing to trade one love for another? Call (415) 672-2867 for info and photos.

TRADE EQUITY IN SINGLE-FAMILY HOME for 38 to 45-ft sailboat. (408) 378-4790.

TRADE LARGE EQUITY IN three bedroom, full basement house, located Portland, OR for 38 to 45-ft cruising boat clear or equity in low pay off boat. Call eves (916) 371-2776, (206) 376-5326.

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MONITOR WIND VANE (wanted), ICOM SSB receiver (wanted). Al Fischer, 233 Arrowhead Dr., Carson City, Nevada 89706. (702) 882-6028.

EXPERIENCED SKIPPER WANTS TO charter, rent, or time-share a 30 to 38-ft sailboat at Lake Tahoe at times during May through September. Jöhn (916) 662-1234 (days), (916) 662-8211

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VAGABOND 47. Private individual to buy a Vagabond 47-ft ketch, 1980 or new. Cash sale. Call Tom (916) 638-1824 (h), (916) 635-4252 (w).

CRUISING SAILBOAT WANTED immediately! Completely outfitted & ready to go. \$70-80,000 value. Small cash down and trust deed or trade lot in Hawaii. Send photo & description to Sailboat, P.O. Box 5512, Hilo, Hawaii, 96720.

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RANGER 23 SAILS - 6.3 oz. Dacron North mainsail (luff 24-ft, leach 25'8", foot 9'17"), 6.5 oz. "Norlam" 125% C-cut Class Lapper (luff 26'4", leach 24', foot 13'6", LP 12'2"). Sails in good condition, includes bags, \$300 each or both for \$500. (415) 388-2115 (eves).

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DIESEL ENGINE 30 HP, 2 cyl, w/velvet drive 3:1 or sold separately. F/W cooled, alt. elec. start. In boat and running fine. Extras. Approx 4,000 hrs. \$2,000. 331-3745.

MISCELLANEOUS

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OCEAN RACING CREW. 33, male, physician, experienced buoy/offshore, foredeck, aloftunderway, helm, preparing medical kits. Desire Trans-Pac (or Catalina), Mexico '91. Prefer sleds, require minimum 40-ft. Contact Gary DeAndrea, MD, 2207 W. Raye, #205, Seattle, WA 98199, (206) 284-5733 (h), 548-4211 (w).

CREW POSITION WANTED. Enthusiastic, vivacious, capable, SWF, 39. Great cook & divernaster seeking longterm crew position. I'm healthy and not afraid of work, learning & smiles. I'm packed and ready to go anywhere you sail! (916) 662-2318.

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WIFE WANTED who would like romance, sailing, and adventure on my 35-ft well-equipped Trimaran. Leaving Corpus Christi, Texas in April to cruise Gulf of Mexico, Caribbean and beyond. Must be non-smoking, no drugs, Christian lady. Don't miss the boat for the right lady. No bimbos need apply. I will send pictures and references. 45+. c/o Gene - Bill C., 3469 West Benjimon Holt, #477, Stockton, CA 95209.

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SKIPPER (6-pack CG certified) wanted for charter/sailing instruction program. Unique new business opportunity for qualified/personable individual. Please respond with a brief personal/sailing resume to Oyster Yachting, 400 Oyster Point Blvd., Suite 220, S. San Francisco, CA 94080. (415) 871-4377.

MARINA MANAGER: Capitola Bay Marina in Monterey Bay wants liveaboard to co-manage seasonal moorings May 1-Sept. 30. Free 5-month mooring/small salary for dependable person or couple/6-pack license a plus. Send resume: 1408 Wharf Rd., Capitola, CA 95010.

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TANZER 22, very clean, 4 sails, great shape, 5 winches, Navico Tillerpilot, 6 hp Johnson sailmaster, stove, porta-potti, 2 anchors, more ... Call Marcus (408) 954-2269 (days), (415) 873-3989 (eves/wkends). 2-boat family, must sell. \$4,250

HOBIE 15 POWERSKIFF (1987). Loran, Signet Smart Pak, Fluxgate compass, VHF, 50 hp Johnson, anchor & winch, painted trailer, downrigger, self-bailing (it's been to the Farallons). \$6,500 (\$15,000 as equipped new). 525-9033.

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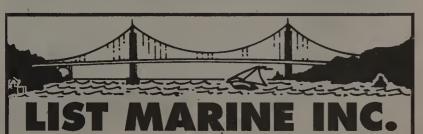
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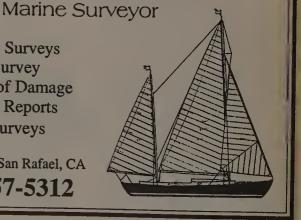


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ADVERTISER'S INDEX

ABC Yachts	8
ABC Yacht Charters	156
Alameda Bank	41
Allstate-Quan	52
All Wext Marine Safety	156
American Battery	82
Anacortes Yacht Chorters	156
Alta Marine	76
Apalla Generators	151
Armchoir Sailor	124
Avan/Seagull	69
Bailiwick Soils and Canvas	/8
Ballena 8ay Yacht 8rokers	3/
Ballena Isle Marina	199
Balmar	107
8ay 8ridge Yachts	70
Baytronics	/ D
8ay Riggers	40
BC Navigation Center	4 0
Bedmates	BO
Bellhaven Charters	156
Benicia Marina	76
Berkeley Marina	58
8lue Island	151
Boater's Friend	32
Doottohor & Murray	19
Boreas Race	167
Boy Scauts - Old Baldy Council	191
Boy Scouts - San Francisco	196
80v Scouts - Stanford	68
Brickvard Cave	04
British Marine	32
8risbane Marina	38
Cable-Moare	.114
Cal Berkeley	72
Cal Coast Marine	14
Cal-Marine Electronics	55
Cass'Marina	4
Colifornia Custom Canvas	. 129
Calif. Maritime Academy	. 192
Capitola Bay Marina	80

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 Oceanic Bootwarkds, Inc.
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 Olympic Circle Sailing Club
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 Outboard Motor Shap
 114

 Oyster Cave Marina
 66

 Oyster Point Marina
 90

 Pacific Coat Capyas
 68

 Pacific Seacraft Pacific Yacht Imports Parker, Kent, Surveyar Parker , Kermit Passage Yachts PelafoamPenninsula Canvas Peninsula Marine Services .. Pettit-Morry Pryde, Neil Sails Questus Railmakers SF Bay

 Raytheon
 21

 Rex Yacht Sales
 194

 Richmond Boat Works
 61

 Richmond Marina Bay
 72

 Richmond Yacht Service
 86

 Rogers Electronic Service .. Sail Exchange

Sausalita Cruising Club

San Diega Yacht Charters 156
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Sporky Morine Electrics 192
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Stone Boat Yard 42
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Technical Educatian Institute 17
Tedrick-Higbee 20
Tiburan Yacht Club 32
Time Share Yachting 81
Tradewind Instruments IId 58
Tradewinds Sailing Center 34,65
Trask, Don, Yachts 23
U.S. Paint 22
Vollejo Morina 92
Villoge West Morino 74
Voyager Marine 92,93,94,95
Westwind Precisian Details 124
Wheelskins 151
Whole Earth Access 67
World Yachts 47
Wrightway Design 82
Yacht "Nonsuch 30" 195
Yachtmatch 111
Yegen Marine 22
Z-Spar 18

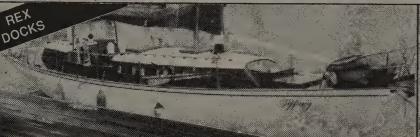
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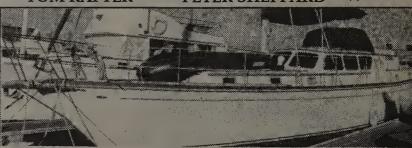
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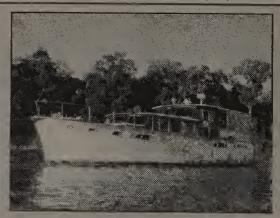
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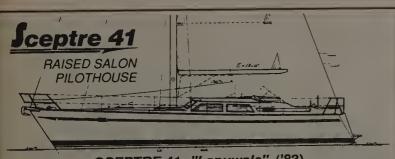
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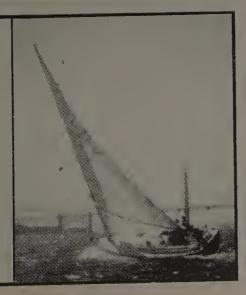
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	SPENCER		49'	8ELL, 85' Twin Co
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29	FOUAL, 04	CALL	44	CALIFUN
	SUN, '79		44'	HATTERA!
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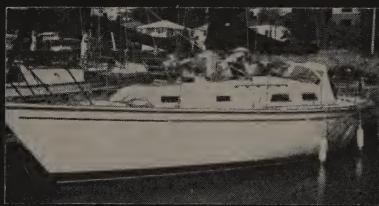
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